

Scale AVIATION Modeller International

V9323



Westland Lysander

by Richard J. Caruana

A.W. Siskin
Junkers Ju 290A-5
TS-8 Bies
Arado Ar 231

Win a Welly!
Competition
Page 585

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news & reviews

504... News Update

The latest news on modelling products from around the world

510... Previews

An initial look at new kits that we have received for review

514... Special Preview

What's all the fuss? The Academy 1/32nd scale F/A-18C Hornet

516... Reviews

The Review Team builds a selection of the latest kits

524... Accessories

Recent products from Part, Aires, Eduard M.A., Model Design Construction, FM Detail Sets and Scale Model Accessories

538... Modelling Products

New 'Express Masks' from Eduard M.A., new tubing from Minimeca and a new range of tools from Shesto

542... Decals

Latest sheets from Aussie Decals, Eagle Strike Productions, Whirlybird Decals and Model Alliance

regulars

586... The Bookshelf

595... Readers' Classified Ads

596... Events Diary

598... Address List

598... Advertisers' Index

features



546... Westland Lysander

Richard J. Caruana takes a look at this classic British aircraft



556... Sea Eagle of the Luftwaffe

Getting in before Revell AG release theirs, the Ju 290 in 1/72nd scale from MPM is built by Libor Malý



562... Polish Devil

Wojciech Butrycz builds the TS-8 Bies in 1/72nd scale from the Ardpol kit



570... It Ain't No Songbird

John Stokes builds the A.W. Siskin in 1/48th scale from the Aeroclub kit



580... Quick Build

Dai Williams tackles the submarine-launched Arado Ar 231 from MPM

Win a Welly!

Competition
page 585



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Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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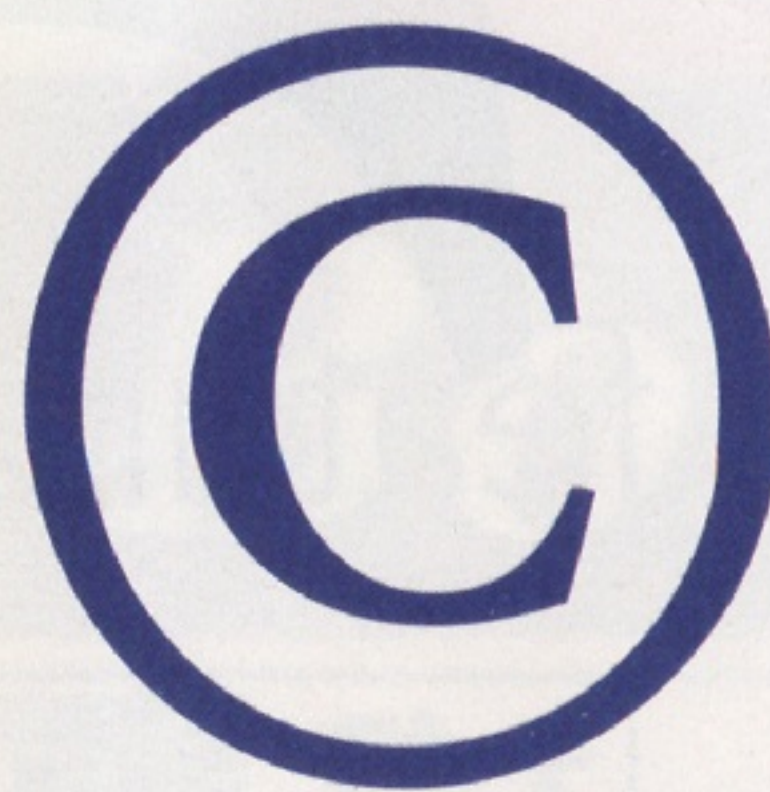
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editorial

Something to consider



Today we live in a world full of 'instant' everything, we want everything immediately and as a result facilities have been developed and offered to meet this demand. Most of this is due to the processing power of the computer. I really can't think of many things that have not been touched by it with the exception of those skills that have wanted to remain a 'craft'.

Our hobby has certainly been touched by the phenomenon, in both what we have and how we learn about our hobby. Magazines such as ours have benefited from the growth of the computer, although don't kid yourself for one minute that these machines have reduced the workload, far from it! "More, more, more!" is the cry as the modelling community wants as much as it can get.

This is great on the one hand, but has a darker and more sinister side to it as well. The evolution of

modern technology has led to a dangerous situation, as computers and scanners have made 'duplication' one of the easiest games in town. How many of you out there I wonder take time to consider the implications of such things as copyright. Yes, I know for most the word bores you and you may well think that the law protects, but it does not and copying is the death of any industry.

The scanning and use of any commercially produced material without the written permission (in advance) of the copyright holder is illegal, regardless of where you are in the world or why you do it. This includes all forms of published media (including colour profiles and scale drawings in books, magazines and journals and all forms of publicity media [hand-outs etc]) as well as kits, accessories, decals and other items. Basically, if it has been produced, the copyright belongs to

the originator.

For example everything in this magazine is either the copyright of the publisher (e.g. the design and layout of the title) or the authors (the articles and artwork themselves).

Even I hold the copyright on every single word I write each month - including these editorials! In the last ten years we have seen an increasing amount of illegal 're-use' of material in all aspects of our hobby. This is unacceptable and is something that you as the end user should try and stop by not buying the products of those who ignore the law.

This type of breach of the law runs deep and there are not many manufacturers or publishers in this industry who have not been effected. Even here at SAM Publications we

have seen entire editions scanned onto websites illegally (NO ONE has the right to copy ANYTHING from this title without our written consent in advance) and recently a well-known Polish publisher used every single isometric view from one of our Modellers' Datafile titles without the artist's or our permission. Sure they 'modified' them in some areas and reversed the images, but they were so obviously our artwork and they even included some of the small errors (always a giveaway!). This is the type of world we live in, so be aware and understand one thing; once the copier has killed the source he is copying, he just moves elsewhere, he will never run out of things to copy, but there may come a day when there is nothing left of our hobby as a result of his activities!

Until next month...

Richard A. Franke
Group Editor
SAM Publications

news update



1/144th

Recently reissued in this scale by Airfix was the Vickers VC-10 Tanker (#04026/£8.99).



1/72nd



Back once again in this scale during late April was the Commonwealth

CA-13 Boomerang (#02099/£3.99).

This was followed in early May by the reissue of the N.A. F-86F Sabre (#02036/£3.99).



1/48th

More details on the all-new Gnat in this scale are now available. The kit will be produced as the Hawker Siddeley Gnat T Mk 1 and in two version; RAF squadrons (#K438) and 'Red Arrows' & 'Yellow Jacks' (#K439).



1/72nd

This manufacturer has reissued a

number of ex-CzechMaster kits recently, all with new packaging and decals. So far released are the I.A.R.39 (#72025/£23.40), Messerschmitt Me P.1100B 'Schnellbomber II' (#72020/£23.40), Focke Achgelis Fa 269 (#72021/£17.70), Heinkel He 74B (#72023/£17.70) and UDET U-12a Flamingo (#72026/£17.70).



1/72nd



Back once again in early May was the very limited-edition kit of the Antonov An-22 'Cock' (#00372). This

kit features a pre-assembled injection-moulded fuselage, wing and tailplane plus a vac-formed fuselage interior. The kit includes decals but is limited to around 400 worldwide and is therefore very expensive at £199.99!



In the mainstream range from A-Model, early May releases included the revised Kamov Ka-15 in agricultural crop-spraying configuration (#72106/£7.99), the Mil Mi-1 as an air-ambulance (#7284/£8.45) and the Christen Eagle I single-seater (#7287/£7.99).

AN?GRAND CRAFTSWORK

1/72nd

The most recent resin kit from this manufacturer was the McDonnell XV-1 (XH-35) Convertiplane (#7206/£29.99).

AOSHIMA

1/144th

Noted in Japan recently were the Kawasaki Ki-45 Otsu 'Toryu' (#32060/¥1000) and Nakajima Ki-49 II 'Donryu' (#32077/¥1000). Each offers two kits in the box and we presume these are the old Hasegawa toolings?



Due for release in this scale in May from Aoshima are the Mitsubishi Type 1 Model 11 (#32145/¥1000) and Mitsubishi Ki-67 'Hiryu' (#32152/¥1000).



1/72nd



The most recent resin kit in this range is the Kawanishi E7K2 floatplane (#110/£22.90).



1/48th

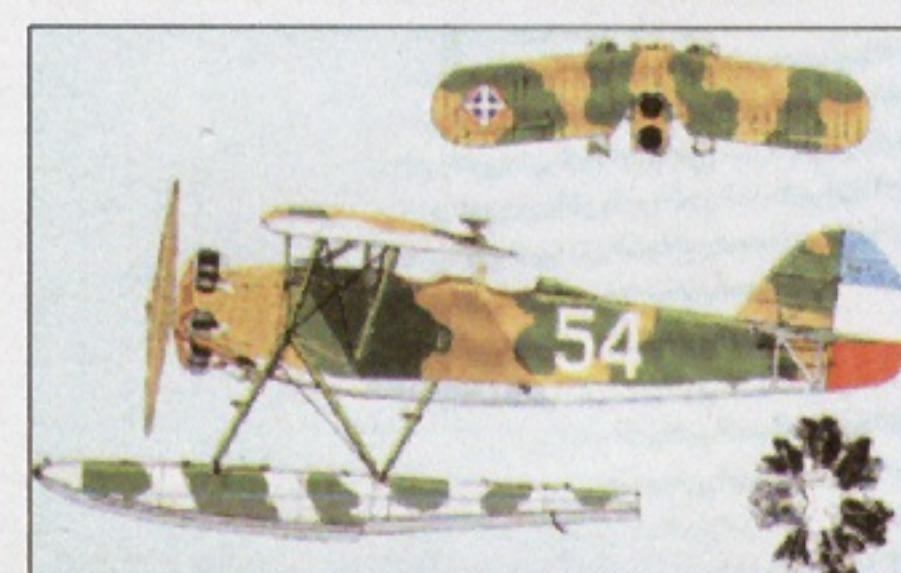
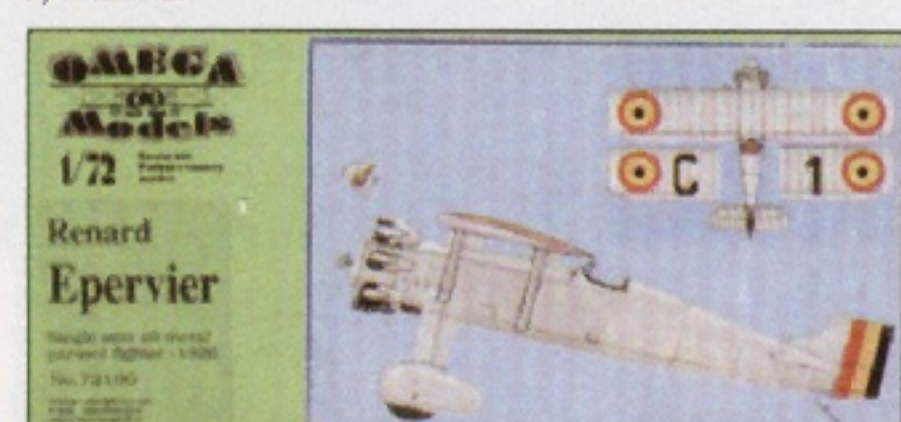
A revised version of the Savoia Marchetti SM.79 in 'late' guise with torpedo (#CF462/£39.95) has recently been released by Classic.



Also new are two kits of the Hawker Hurricane. These are both offered as the 'Mk I early version'; it is just that one has decals for five RAF machines (#CF460/£24.95) and the other decals for Belgian, Yugoslavian, Finnish and Italian machines (#CF461/£24.95).

OMEGA Models

1/72nd



New resin kits from this manufacturer include the Hawker Hurricane Mk IIB Russian two-seat trainer (#7259/£22.60), Fokker V-29 (#7279/£22.60) and Renard Epervier II (#72100/£24.70).



1/288th

Back in early May and in this odd scale, under the Eastern Express label, was the Tupolev Tu-160 (#28809/£6.95).



1/72nd

Released in this scale during May were the Sukhoi Su-17M4 (#72121/£9.95) and Sukhoi Su-17UM3 (#72122/£9.95).



1/48th

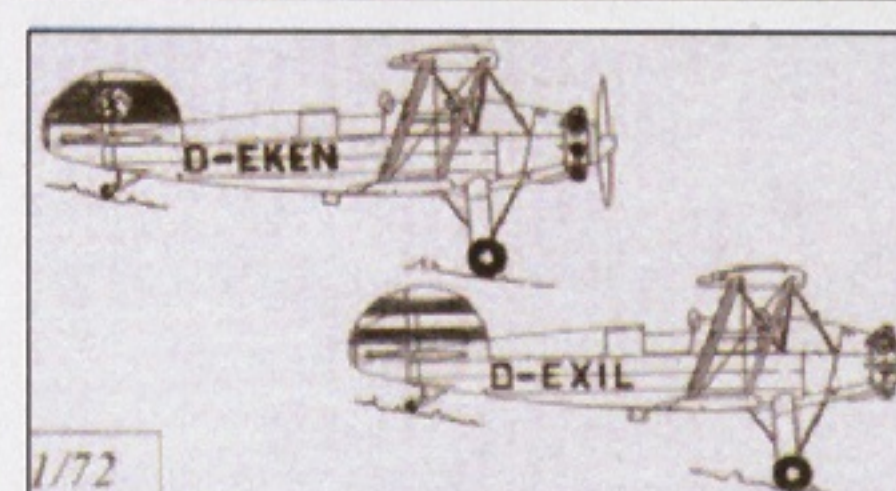
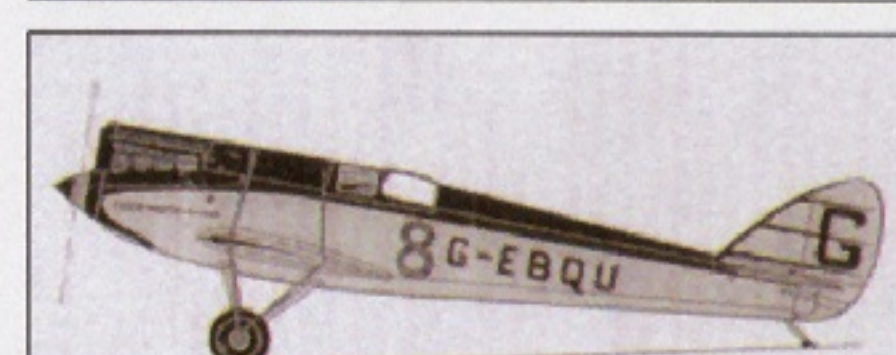


Due for release in Japan during May in this scale is the Mitsubishi A7M1 Type 17 Exp. Reppu [Sam] (#FB-11/¥2900). This will be followed in June by the Nakajima Kikka with Ne 20 jet engines (#FB-10SP/¥4800). In July the Mitsubishi Shusui 'Nagoya Museum Replica Model' (#FB-06SP/¥3400) will be produced.

DUJIN

1/72nd

A large number of resin kits were released by this manufacturer in early May and these included the Topsy S.2 [Fairey] (#C7236/£16.00), Topsy Trainer I/B (#C7237/£17.15), Topsy Bc/Belfair (#C7238/£17.15), Darmstadt D.28B Windspiel glider (#72020/£10.60), Darmstadt D.30B Cirrus glider (#72021/£10.60), Kuepper Ku.4 Austria glider (#72022/£14.60), Socata TBM-700 (#72141/£20.60), Liore et Olivier Leo 257 (#72177/£37.50), Liore et Olivier Leo 258 (#72178/£37.50), Renard R.38 (#72179/£20.60),



Stampe/Renard SR.7B Farman F.521 Minitor II (#72180/£18.30), Fokker S.IX/1 (#72181/£18.30), Fokker S.IX/2 (#72182/£18.30), De Havilland D.H.71 Tiger Moth (#72183/£13.50), Caproni CH.1 (#72184/£18.30), Focke Wulf A.43 Falke (#72185/£18.30), Blohm und Voss Ha.135 (#72186/£18.30), Potez Po.XV.A2 (#72189/£19.45), Miles M2 Hawk (#72192/£18.30) and Miles M2F Hawk Major (#72193/£18.30).

correction

F4F Wildcat Available

In last month's edition (See Vol 9 Iss 5 Page 405) we made note of the fact that the F4F Wildcat in 1/32nd scale from Trumpeter (#02223) had apparently been withdrawn for retooling. We have subsequently been assured by the UK importer of this range (Pocketbond Ltd) that this kit is NOT being retooled, has NOT been withdrawn and remains readily available. Our apologies to our readership, Pocketbond and Trumpeter for this.



1/72nd

Three kits from Emhar were reissued during early May and they were the FJ-4B Fury (#1001/£4.99), F3H-2M/N [F-3C] Demon (#3002/£8.99) and the Lockheed F-94C Starfire [early version] (#3003/£8.99).



1/72nd

This manufacturer has recently released a kit of the Antonov An-71 AEW (#0203/£38.25). The kit basically uses Toko/Roden components with an all-new fuselage and radar dish. Production is limited to around 400 worldwide, so get one while you can!

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- Full details, plus vouchers, will appear in the relevant issues.

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1/48th

Just released in this scale from Tamiya is the Dornier Do 335B-2 with 30mm cannon (#61088/£29.99). Unfortunately this kit is based on the standard A-series airframe already kitted by them and therefore features a 'standard' wing when the B-2 version had a totally revised undercarriage system (retracting inwards into the lower fuselage), bigger wheels and a revised nose wheel and bay - oops!

The next two aircraft kits due in this scale will be the N.A. P-51D Mustang '8th Air Force Ace' (#61089/£2200) and the P-47D Thunderbolt 'Bubbletop' (#61090/£2500). The former will be out in May, with the latter due in June.

1/32nd

Due for release in this scale during May is the F-14A Tomcat 'VF-154 Black Knights' (#60313/£12400).



1/72nd



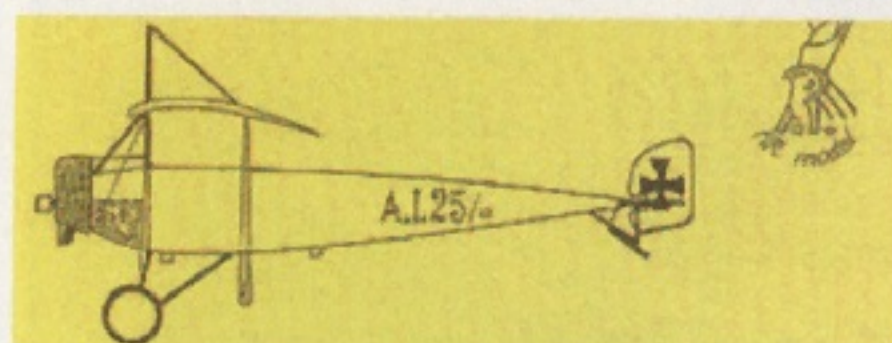
Due for release in Japan from Fujimi in June will be the T-38 Talon 'NASA' (#35256/£2000) and TA-4J 'US Navy 75th Anniversary Golden Eagle' (#72145/£2000). This will be followed in July by the A-4E 'VC-5 Check Mate' (#72146/£2200) and the CH-46 'US Marine Rescue' (#72147/£2200).

LEGATO KITS

1/48th

This manufacturer has recently moved into this larger scale with the release of the Priesel DD/KEP (#4801/£28.60) Austro-Hungarian experimental fighter of WWI.

HR model



1/48th

The most recent resin kit in this scale from HR is the Fokker E.II (#4813/£29.95).



1/72nd

A trio of very popular kits in this scale have thankfully been reissued by Italeri in May and they comprise the Junkers Ju 88C-6 (#1022/£9.99), Waco CG-4A Hadrian glider (#1118/£9.99) and the Convair B-58 Hustler (#1142/£12.99).



1/48th

Although most will have assumed it to be a straight reissue, the V-22 Osprey (#2622/£14.99) now available is in fact a revised tooling to correctly represent the current version of the aircraft.



1/72nd

Released in the UK during early May was the Horten IIIF flying wing (#7254/£20.00).



1/48th

The first kit in this scale produced by Sharkit is a scaled-up version of one of their 1/72nd scale kits and it depicts the Avrocar VZ-9 (#4801/£39.95).



1/144th

The most recent resin kit from this manufacturer is the Rumpler C.IV (#33D/£12.60).



1/144th

The only new kit in this scale from Revell is the Boeing 737-800 [with winglets] 'Air Berlin' (#4202/£9.99).



1/48th

Back once again in this scale is the Martin B-26B/G Marauder (#4525/£13.99).



1/48th

Recently issued in America, and now finding its way to the UK is the Republic F-105F/G Thunderchief (#85-6868/£22.99) complete with historical book.



1/72nd

Due for release during May in this scale from Roden are the RAF S.E.5a [Hispano Suiza] (#023), Felixstowe F.2A (#014) and the Heinkel He 111E (#027).

1/48th

Due for release in May is the 'Comic Fighter' version of the Sopwith 1 1/2 Strutter (#407).



1/144th

Noted in Japan recently was the release of the B-1B Lancer 'ACC' (#40002/£1200).

Due for release in May in this scale is the B-1 Lancer 'Operation Desert Fox' (#40003/£1200).



1/35th

Due for release in May are the UH-1D 'Wasp' (#35006/£3300) and UH-1N 'US Navy' (#35008/£3300).



1/24th

The next kit due for release in this scale is the Mitsubishi A6M2b Zero Model 21 (#02405/£10800), which should be out in the Far East by the time you read this.

Celebrating a Century of Flight!

The Top 100 Poll

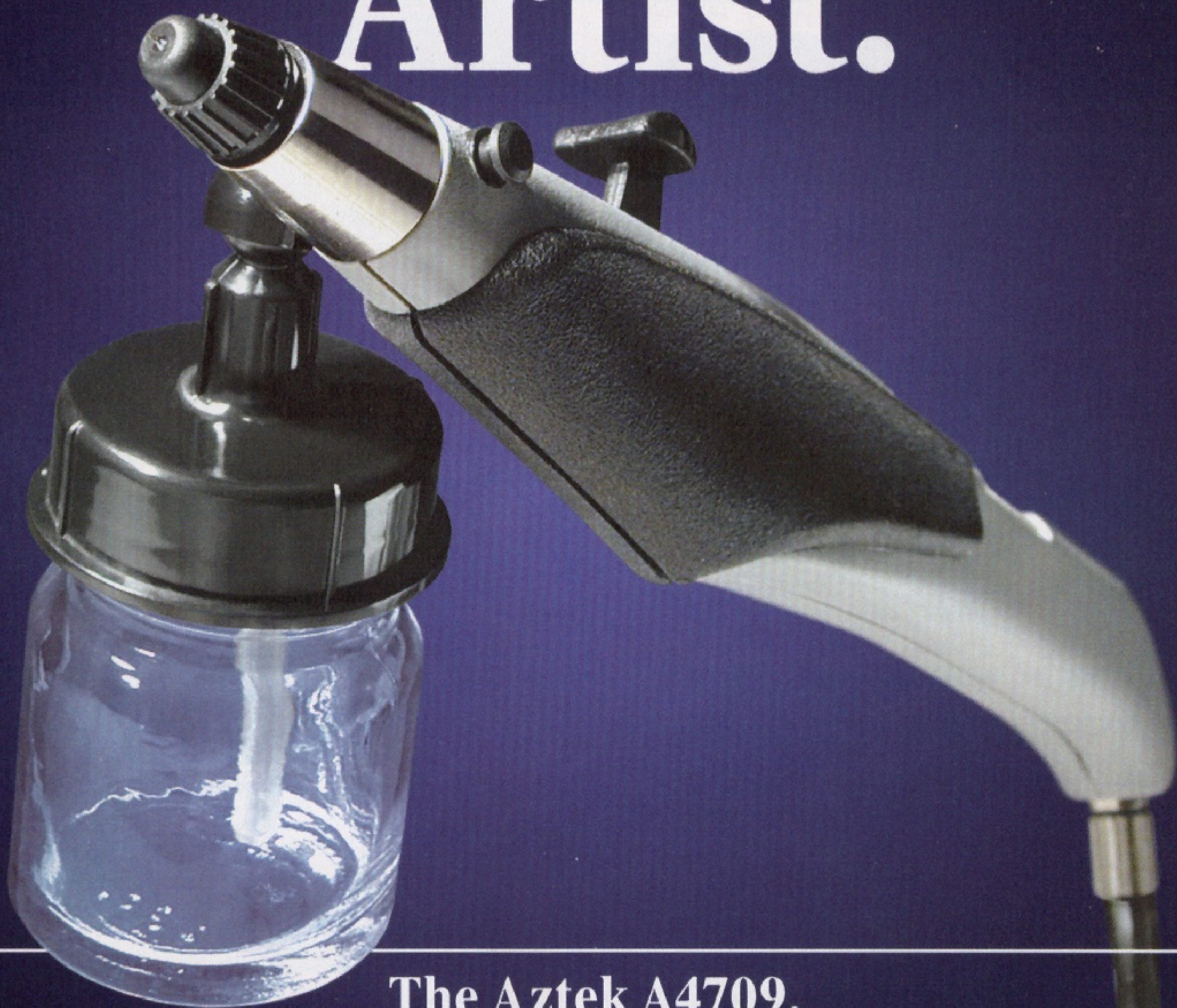
December 2003 marks the Centenary of the first powered flight and Scale Aviation Modeller International wants to celebrate it and is asking you, our readers, for your votes.

All you have to do is email (sampublications@comsam.co.uk), fax (+44 [0] 8707 333744) or write (SAM Publications, Media House, 21 Kingsway, Bedford, MK42 9BJ) telling us which aircraft types you consider to be the TEN most significant in the last 100 years. Alternatively, from April 6th you can fill out a form online at www.sampublications.com.

Richard J. Caruana has undertaken to produce colour side profiles of the top 100 types in accordance with these votes and these will appear in the December 2003 edition.

ALL VOTES MUST BE IN BY THE 31ST AUGUST 2003.

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AZTEK

**1/200th**

Due for release in Japan during July is the Boeing 727-200 'American Airlines' (#10646/¥1400).

1/72nd

Released in the UK during April were the MU-2A 'Niigata Base 40th Anniversary Colour' (#00612), Sukhoi Su-27 'European Victory Memorial' (#00614), Mitsubishi Ki-67 Hiryu '170th Bomber Regiment' (#00615), Mitsubishi A6M2b Type 21 'Shokaku Fighter Group' (#00616), N.A. P-51D 'IDF' (#00617) and McDD F-4 Phantom 'F-110A' (#00618). Note that the N.A. B-25J Mitchell (#GE16/¥3200) that we listed as due for release in Japan in March has now been put back until July.

Released in Japan in April were the Hawker Hurricane Mk IIc 'No.3 Squadron' (#00620/¥1400), Kawasaki Ki-61-I Tei '18th Flight Training Unit' (#00621/¥1400), FG-1D Corsair 'Reserve' (#00622/¥1400), Focke-Wulf Fw 190D-9 'Rudel' (#00623/¥1400), McDD F-15A/C Eagle 'Israeli Defence Force' (#00624/¥2400), McDD F/A-18A Hornet 'Adversary' (#00625/¥1600), McDD F-4EJ Kai



'Okinawa Special 2002' (#00638/¥2600) and Messerschmitt Bf 109T (#00639/¥1900).

Due for release in Japan during May are the F-14D Tomcat 'VF-2 Bounty Hunters' (#00626/¥2600), F-16C 'Wolf Pack 2002' (#00631/¥1300), Mitsubishi A6M5c Zero Type 52Hei 'Jinrai Squadron' (#00628/¥1400), Messerschmitt Me 262A 'Galland' (#00627/¥1400), N.A. Mustang Mk IV 'Hunsdon' (#00629/¥1400) and Nakajima A6M2-N Type 2 [Rufe] 'Takuma Flying Group' (#00630/¥1600).

Due for release in Japan during June are the Nakajima Ki-84 Hayate [Frank] '47th Flight Regiment' (#00633/¥1400), Grumman Hellcat Mk II 'Fleet Air Arm' (#00634/¥1400), Nakajima B5N2 [Kate] 'Midway' (#00635/¥1400) and McDD F-15J Eagle 'Aggressor' (#00636).

Due for release in Japan during July are the CF-104 & CF-104D 'Starfighters' [two kits in one box] (#00632/¥2400), McDD F-4B/N 'MiG Eater' (#00640/¥2400), Panavia Tornado F Mk 3 'Regia Aeronautica' (#00641/¥2400), McDD AV-8B 'Italian Navy' (#00642/¥1400) and LTV F-8E Crusader 'Sundowners' (#00643/¥1400).

**1/48th**

Released in Japan in March were the V.S. Spitfire Mk IX 'Continental Spitfire' (#09473/¥2400), Lockheed F-104G Starfighter 'Vikings' (#09475/¥2600), Nakajima Ki-84 Type 4 Hayate '29th Flight Regiment' (#09476/¥2400), Republic P-47D Thunderbolt '65th FS' (#09477/¥2400) and Chance-Vought AU-1 Corsair 'French Navy' (#09478/¥2400).

Due for release in this scale in Japan in April are the N.A. P-51D Mustang 'Big Beautiful Doll' (#09480/¥2400), Mitsubishi A6M2b Type 21 'Pearl Harbor' (#09481/¥2400), Messerschmitt Bf 109E-1 'Sitzkrieg' (#09482/¥2600) and N.A. F-86F 'Korean War Ace' (#09483/¥3200).

Due for release in Japan during May are the Nakajima C6N1-S Saiun [Myrt] with 30mm cannon (#09488/¥2400), Kawanishi N1K2-J Shinden-Kai [George] 'Yokosuka Naval Air Group' (#09484/¥2400), V.S. Spitfire Mk VIII 'S.E.A.C.' (#09485/¥2400), McDD A-4E/F Skyhawk 'Marine Corps' (#09486/¥2600), F-16A Netz 'Israeli Defence Force' (#09487/¥2400) & AH-64A Apache 'IDF' (#09489/¥3000).

Due for release in Japan during June are the Nakajima Ki-43-II Hayabusa [Oscar] 'Flight Training Regiment' (#09491/¥2400) and F-15C Eagle '58th Fighter Squadron' (#09492/¥4600).

Due for release in Japan during July are the all-new Mitsubishi F-2A (#PT27/¥2600) plus the Messerschmitt Bf 109G-2/Trop 'Black 6' (#09499/¥2400), Lockheed CF-104 'Starfighters' (#09490/¥2800), Hawker Hurricane Mk I 'Night Fighter' (#09494/¥2600), Mitsubishi A6M3 Zero Type 22 Koh '261st Flying Group' (#09495/¥2400), McDD A-4L Skyhawk (#09496/¥2600), Messerschmitt Bf 109G-6 'Rumanian Air Force' (#09497/¥2400).

1/32nd

Released in Japan during March was the all-new tooling of the Focke-Wulf Fw 190D-9 (#ST19/¥4200).

Due for release during April is the Lockheed F-104J Starfighter 'JASDF' (#08138/¥3800).

The only item in this scale due for release in Japan during June is the Grumman F6F-5N Night Hellcat 'VMF(N)-541' (#08139/¥3400).

In July the Focke-Wulf Fw 190D-9 'late version' (#08140/¥4200) will be released.



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YP-59 Airacomet.....**\$27.98**



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MH-60K Blackhawk.....**\$20.00**



MH2175 Academy from Korea
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P-47D Thunderbolt
Razorback.....**\$10.00**



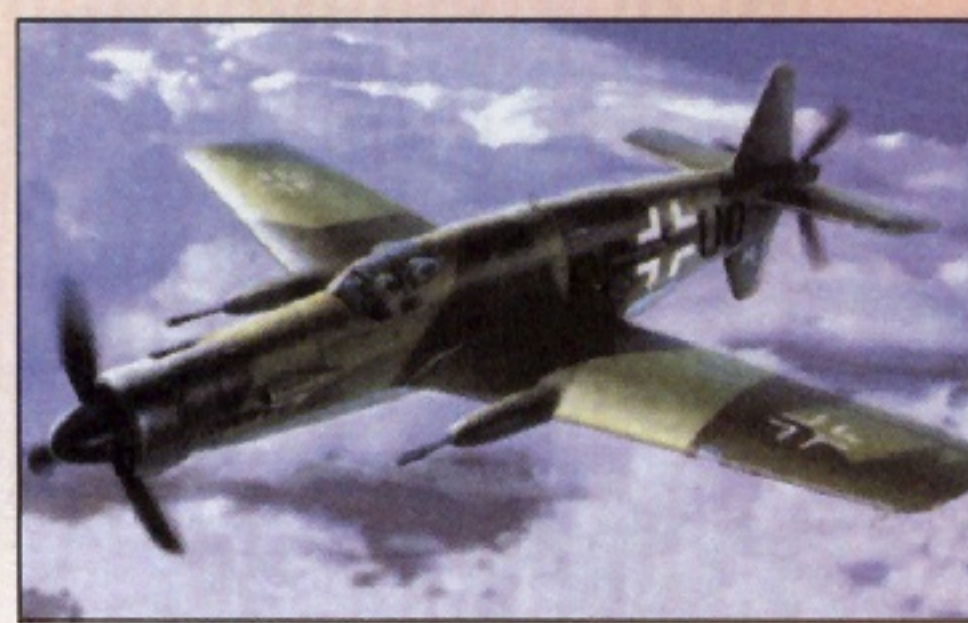
MH2206 Academy
from Korea 1/48 Scale
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Goose".....**\$25.00**



MHR2192 Model Rectifier Corp
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Bf 109G-4/Trop.....**\$36.98**



RM5505 Revell/Monogram
from USA 1/48 Scale
A-10A Thunderbolt II.....**\$19.50**



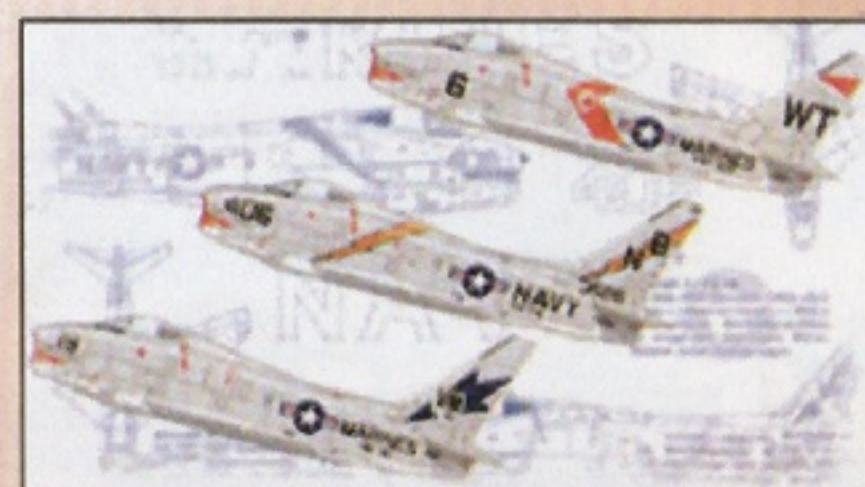
RM5960 Revell/Monogram
from USA 1/48 Scale
F-86D Dog Sabre.....**\$26.10**



RM5430 Revell/Monogram
from USA 1/72 Scale
A-10 Thunderbolt II.....**\$13.15**



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F-14D Tomcat
w/book.....**\$28.20**



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AJ3432 Accurate Miniatures from USA
1/48 Scale
B-25G Mitchell Cannon Nose **\$47.98**

previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



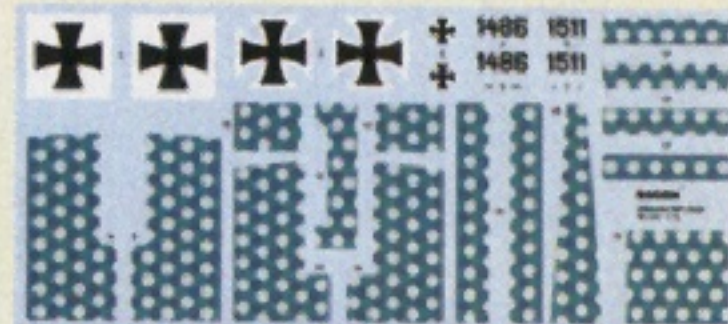
B.P. Defiant Mk I

Scale: 1/72nd Kit No: 72513
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Components: Plastic 60 (Grey), Clear 5
Decal Options: 3
Manufacturer: MPM
UK Importer: Hannants



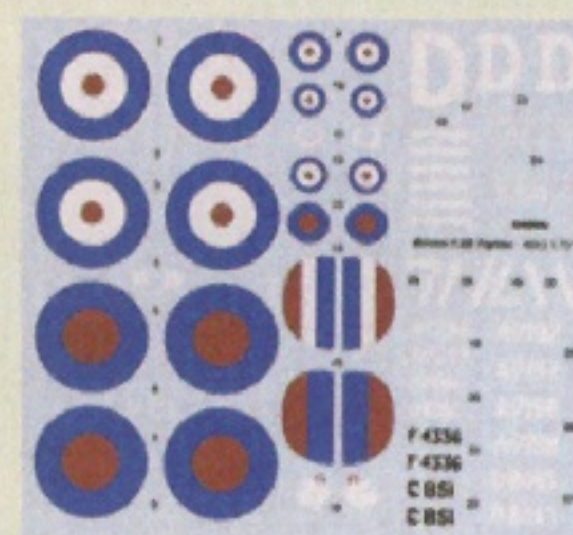
Albatros W.4 [Late]

Scale: 1/72nd Kit No: 034
Price: £TBA Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 60 (Grey)
Decal Options: 1 (inc Lozenge decals)
Manufacturer: Roden
UK Importer: Pocketbond Ltd



Bristol F.2B Fighter

Scale: 1/72nd Kit No: 043
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 105 (Grey)
Decal Options: 7
Manufacturer: Roden
UK Importer: Pocketbond Ltd



Gloster Sea Gladiator

Scale: 1/48th Kit No: 105
Price: £21.99 Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 83 (Grey), Clear 6
Decal Options: 8
Manufacturer: Roden
UK Importer: Pocketbond Ltd



Pilatus PC-12

Scale: 1/72nd Kit No: HACK72009
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White-Metal & Vac-formed Clear Plastic
Components: Resin 13, Metal 18, Clear 2
Decal Options: 1 (SA Red Cross Air Service)
Manufacturer: Heritage Aviation



Nieuport IV

Scale: 1/72nd Kit No: 7266
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Components: Plastic 41 (White)
Decal Options: 1
Manufacturer: A-Model
UK Importer: Pocketbond Ltd



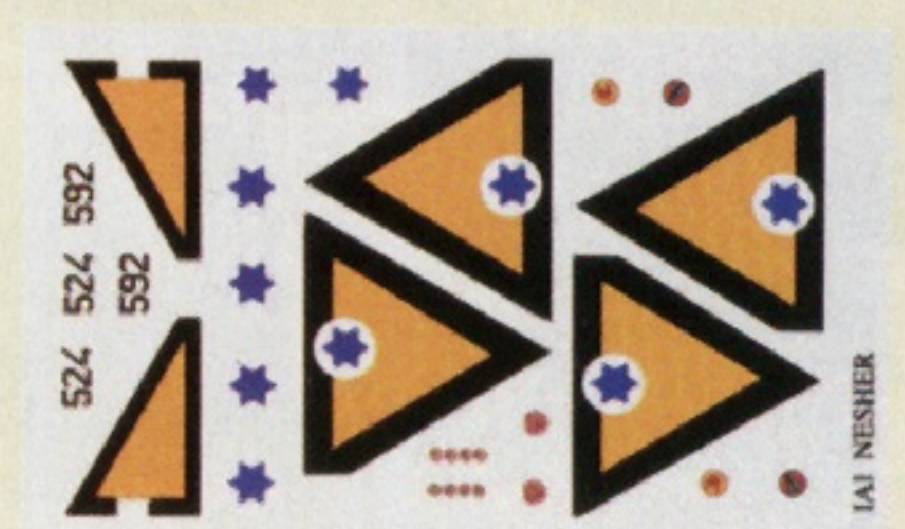
Focke-Wulf Fw 190A-8 'Heinz Bär' & Kübelwagen

Scale: 1/72nd Kit No: 2213
Price: £6.99 Panel Lines: Recessed ✓
Status: Combined Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 95 (Grey), Clear 8
Decal Options: 2
Manufacturer: Academy Plastic Models Co., Ltd
UK Importer: Toyway



IAI Nesher

Scale: 1/72nd
Kit No: PM-222
Price: £TBA
Panel Lines: Raised ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 33 (Grey), 1 Clear
Decal Options: 2
Manufacturer: PM Models
UK Importer: Pocketbond Ltd



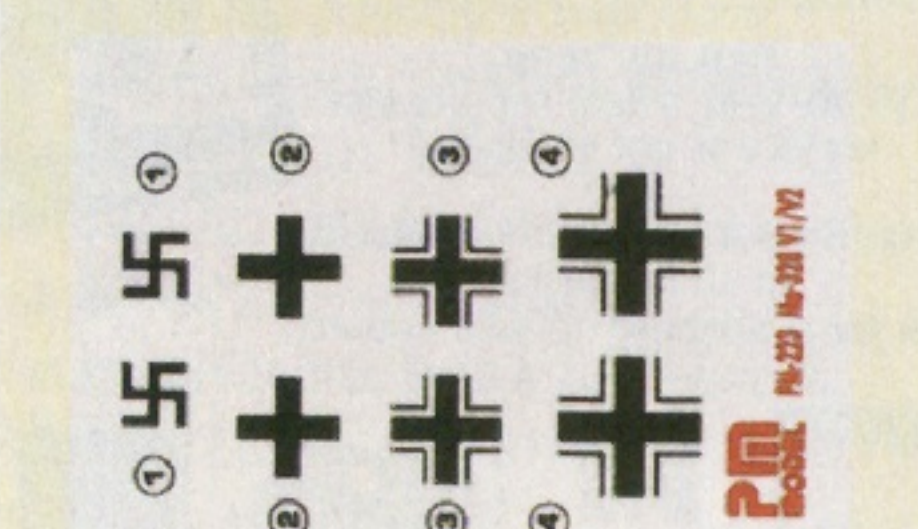
Lippisch P.13a

Scale: 1/72nd Kit No: PM-224
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 10 (Grey), Clear 1
Decal Options: See sheet
Manufacturer: PM Models
UK Importer: Pocketbond Ltd



Messerschmitt Me 328 V1/V2

Scale: 1/72nd Kit No: PM-223
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 16 (Grey), Clear 1
Decal Options: 1
Manufacturer: PM Models
UK Importer: Pocketbond Ltd



KASKR-2

Scale: 1/72nd Kit No: 7279
Price: £TBA Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Limited-run Injection Moulded Plastic
Components: Plastic 40, Clear 2
Decal Options: N/A
Manufacturer: A-Model
UK Importer: Pocketbond Ltd



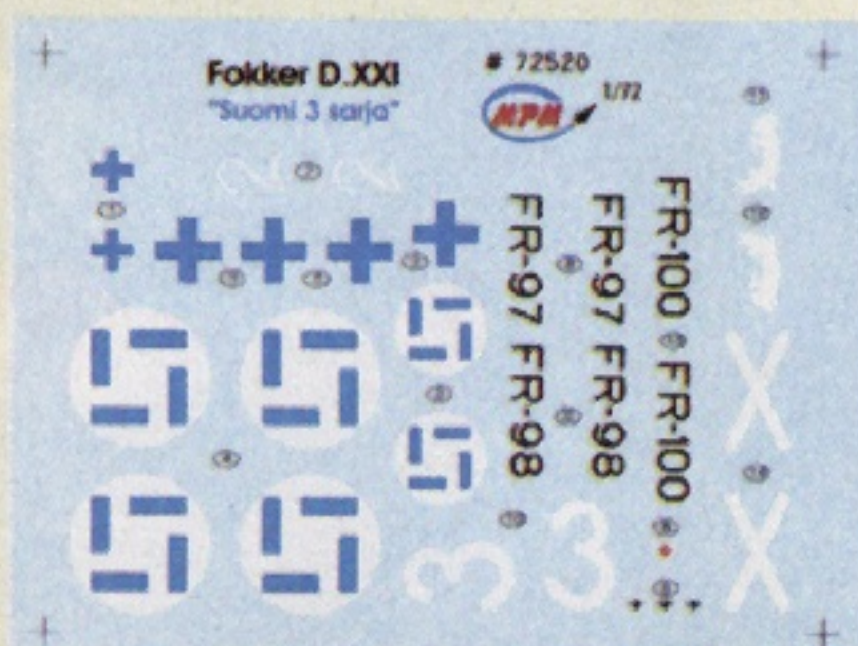
KASKR-1

Scale: 1/72nd
Kit No: 7265
Price: £TBA
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Limited-run Injection Moulded Plastic
Components: Plastic 38, Clear 2
Decal Options: 1
Manufacturer: A-Model
UK Importer: Pocketbond Ltd



Fokker D.XXI 'Suomi III. Sarjan'

Scale: 1/72nd
Kit No: 72520
Price: £TBA
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Limited-run Injection Moulded Plastic & Resin
Components: Plastic 49 (Grey), Resin 1, Clear 3
Decal Options: 4
Manufacturer: MPM
UK Importer: Hannants



Polikarpov I-15 Chato 'Spanish Civil War'

Scale: 1/48th
Kit No: SH 48015
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 26 (Dark Grey), Resin 59, Etched 13, Clear 6
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



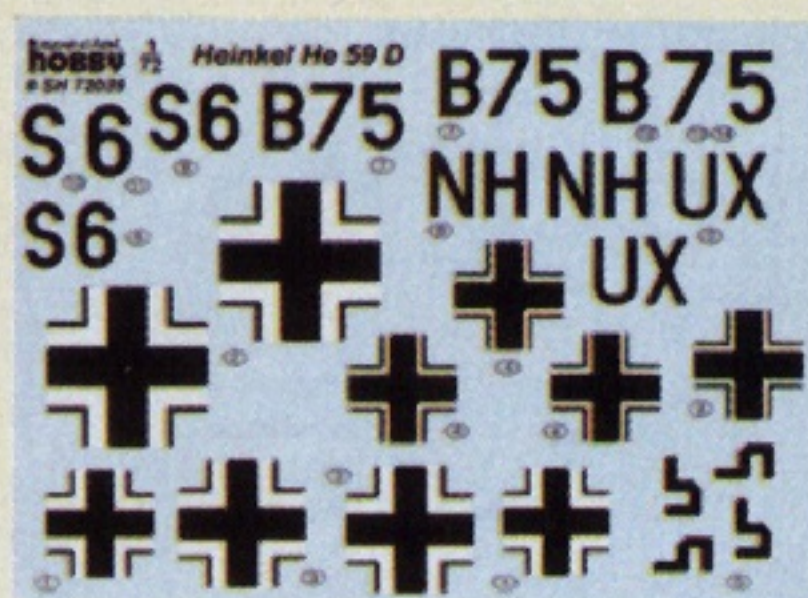
Fairey Firefly Mk IV/V

Scale: 1/72nd
Kit No: SH 72031
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Etched Brass
Components: Plastic 40 (Dark Grey), Resin 44, Etched 14, Clear 2
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



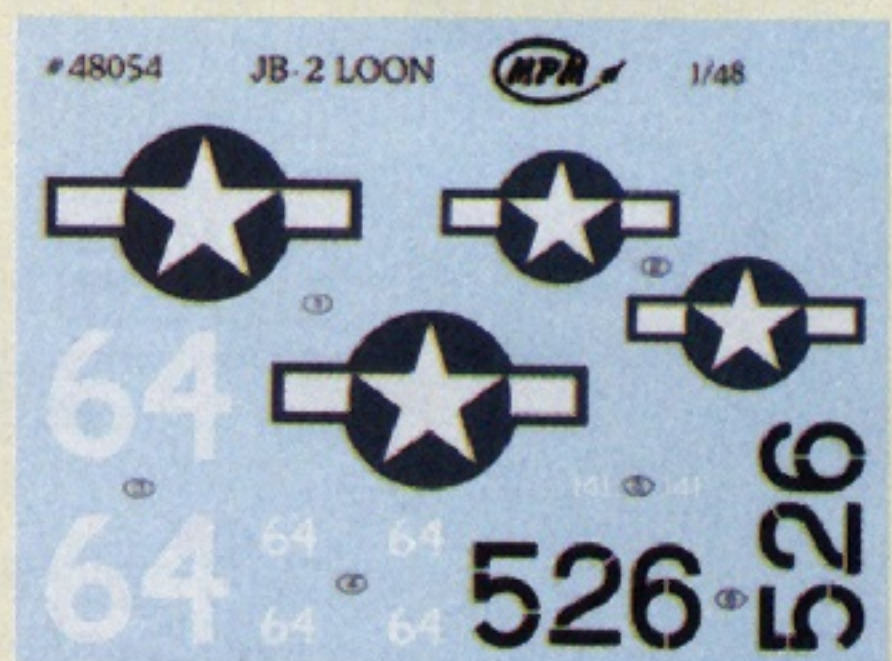
Heinkel He 59D

Scale: 1/72nd
Kit No: SH 72039
Price: £TBA
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 66 (Dark Grey), Resin 50, Etched 14, Clear 5
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants



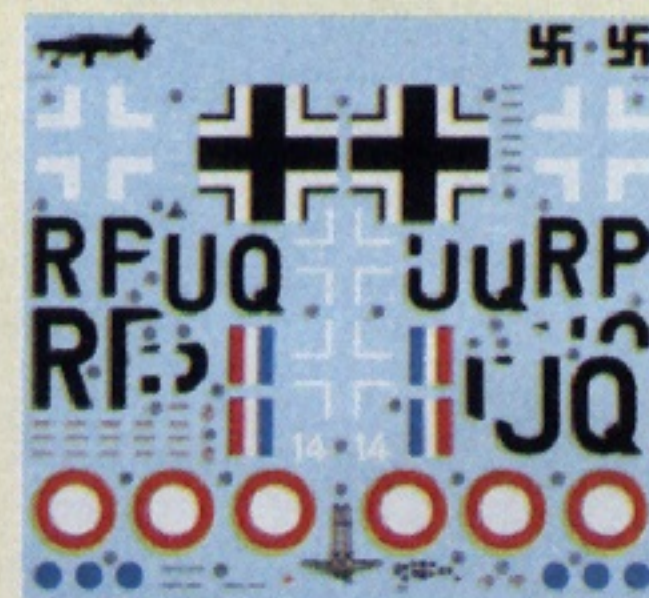
Ford JB-2 Loon

Scale: 1/48th
Kit No: 48054
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Components: Plastic 11 (Grey)
Decal Options: 4
Manufacturer: MPM
UK Importer: Hannants



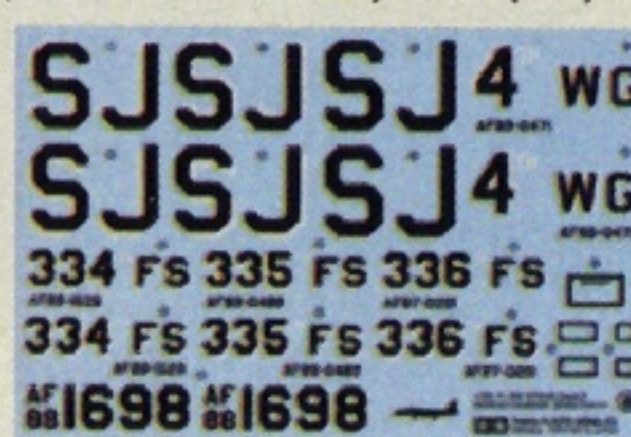
Dornier Do 335B-2 [Heavily Armed Version]

Scale: 1/48th
Kit No: 61088
Price: £TBA
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 113 (Dark Grey), Clear 7
Also Includes: Metal Nose Weight & Two Poly Caps
Decal Options: 2
Manufacturer: Tamiya Inc
UK Importer: The Hobby Company Ltd



Boeing F-15E 'Bunker Buster'

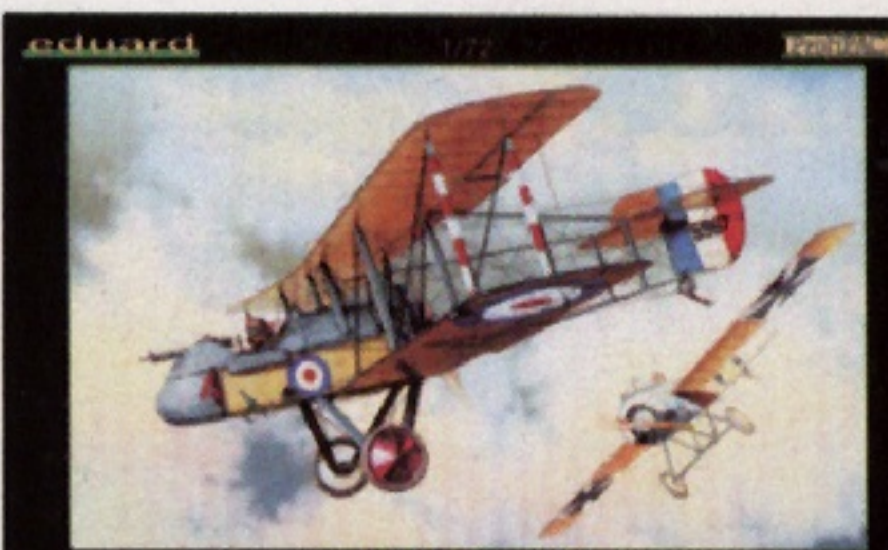
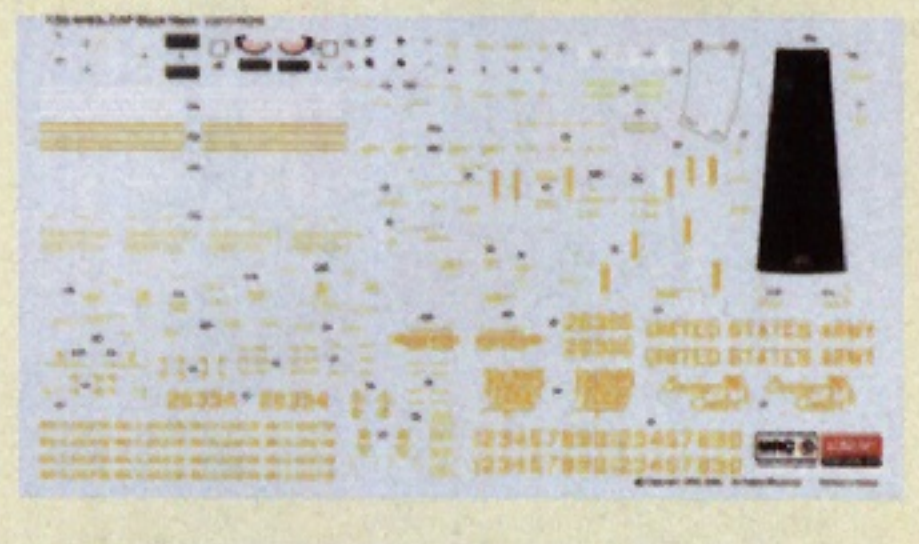
Scale: 1/32nd Kit No: 60312
Price: £119.99 Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 353 (Dark Grey), 88 (Light Grey), 153 (White), Clear 38, Rubber 3
Also Includes: Die-cast Metal U/C Legs, 23x Metal Bolts, 2x Brass Screws, 2x Metal Nuts, Length of Cotton Thread, Screwdriver & Printed Paper RBF Tags
Decal Options:
Manufacturer: Tamiya Inc
UK Importer: The Hobby Company Ltd





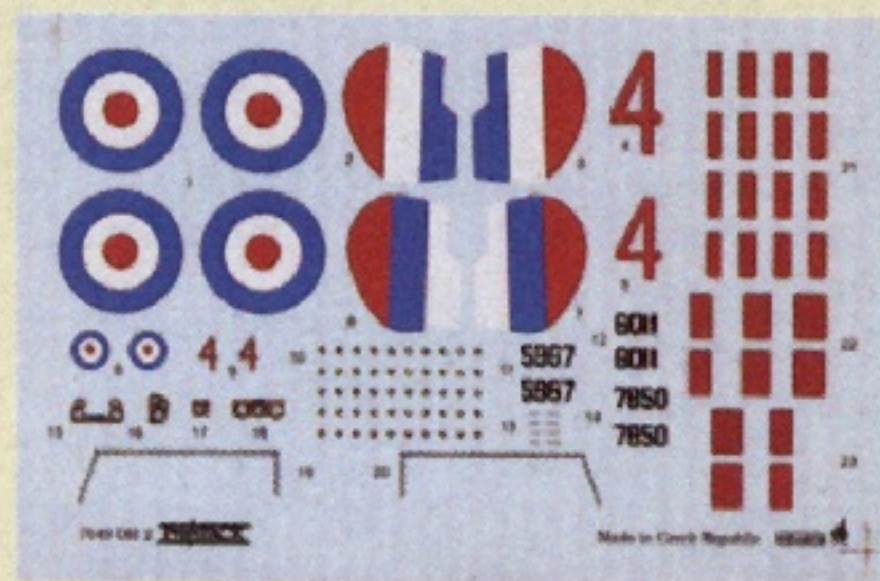
Sikorsky AH-60L DAP Blackhawk

Scale: 1/35th
Kit No: 2217
Price: £35.99
Origin: MRC (USA)
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 278 (Grey), Clear 28
Decal Options: 2
Manufacturer: Academy Plastic Models Co., Ltd
UK Importer: Toyway



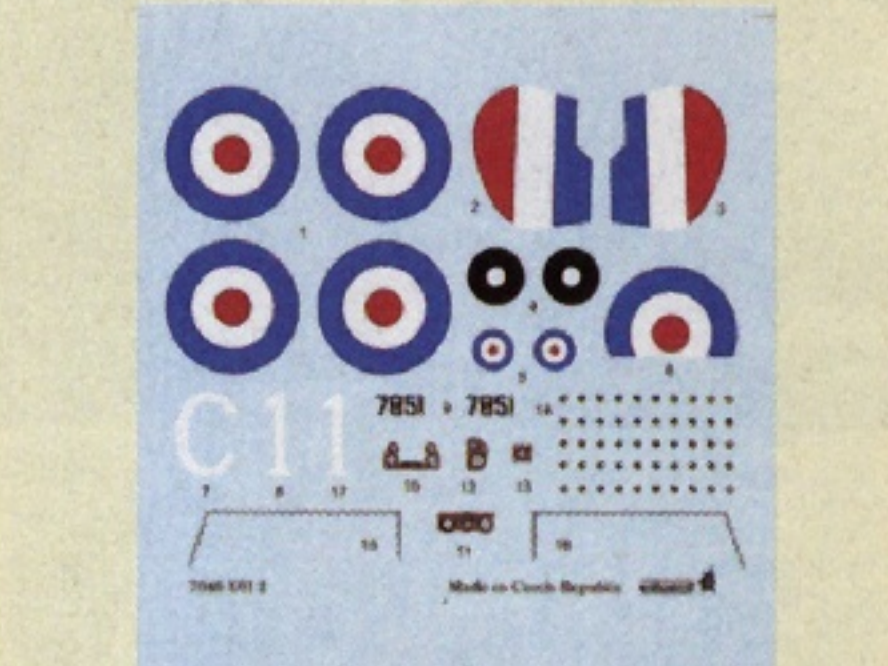
Airco D.H.2 'ProfiPack'

Scale: 1/72nd
Kit No: 7049
Price: £15.60
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Components: Plastic 46 (Tan), Etched 51
Also Includes: Paint Masks
Decal Options: 4
Manufacturer: Eduard M.A
Obtain in UK via: Hannants or LSA Models



Airco D.H.2

Scale: 1/72nd
Kit No: 7048
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 66 (Tan)
Also Includes: Paint Masks
Decal Options: 2
Manufacturer: Eduard M.A
Obtain in UK via: Hannants or LSA Models



Westland Lysander Mk.III 'ProfiPack'

Scale: 1/48th
Kit No: 8083
Price: £TBA
Origin: Gavia (Czech Republic)
Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Type: Injection Moulded Plastic, Resin & Etched Brass
Components: Plastic 94 (Grey), Resin 49, Etched 110, Clear 7
Also Includes: Paint Masks
Decal Options: 4
Manufacturer: Eduard M.A
Obtain in UK via: Hannants or LSA Models



Hawker Hurricane Mk I [Fabric Wing] - Foreign

Scale: 1/48th
Kit No: 461
Price: £24.95
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Components: Plastic 63 (Grey), Resin 13, Clear 4
Decal Options: 6 (2x Belgian, 2x Finnish, Italian (captured) & Yugoslavian)
Manufacturer: Classic Airframes
UK Importer: Hannants



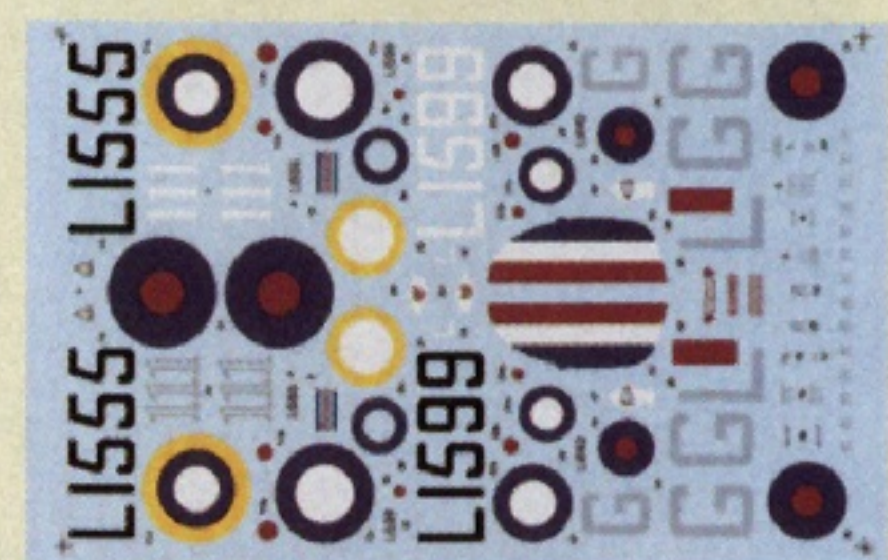
Savoia-Marchetti S.79 [S.79bis & sil]

Scale: 1/48th
Kit No: 462
Price: £39.95
Production: Limited
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Etched Brass
Components: Plastic 58 (Grey), Resin 61, Etched 38, Clear 12
Decal Options: 6
Manufacturer: Classic Airframes
UK Importer: Hannants



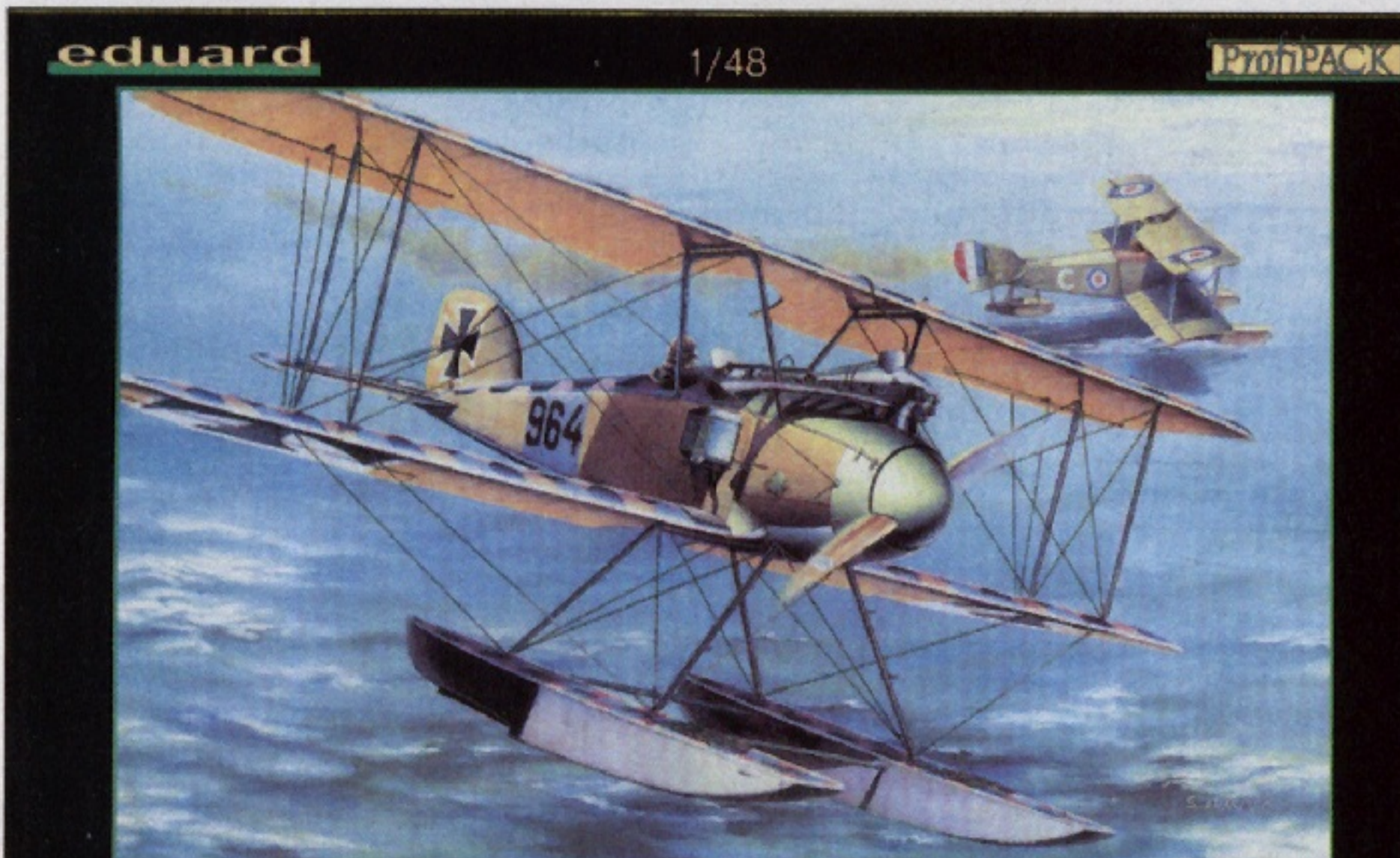
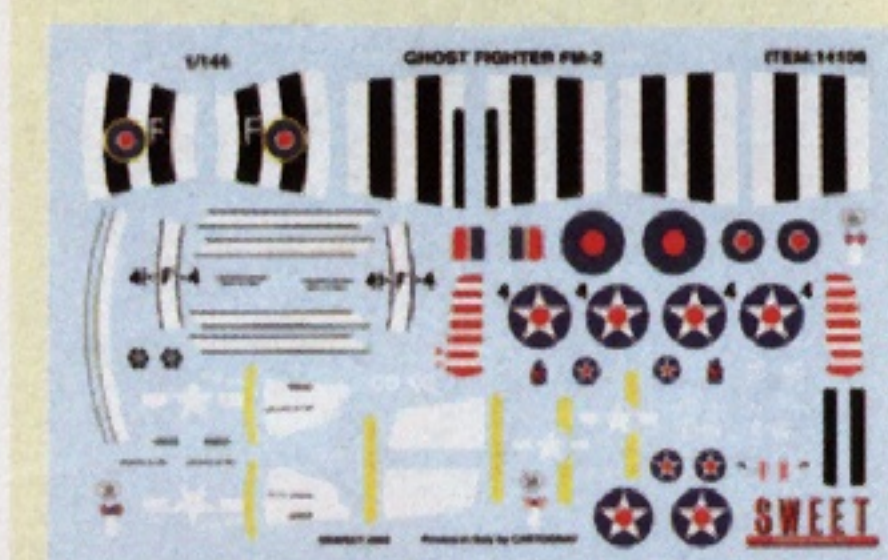
Hawker Hurricane Mk I [Fabric Wing] - RAF

Scale: 1/48th
Kit No: 460
Price: £24.95
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Components: Plastic 63 (Grey), Resin 13, Clear 4
Decal Options: 4 (RAF)
Manufacturer: Classic Airframes
UK Importer: Hannants



General Motors FM-2 'Ghost Fighter'

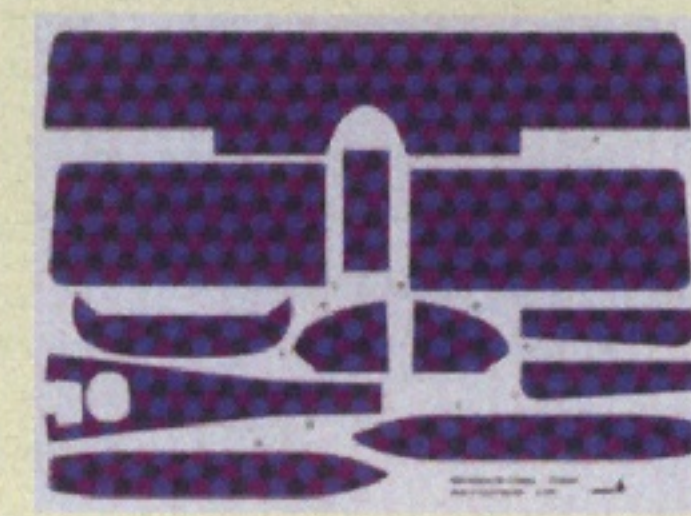
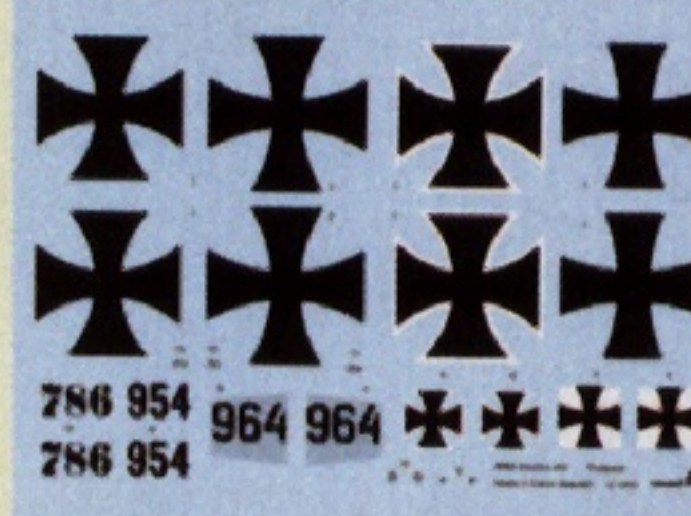
Scale: 1/144th Kit No: 14108
Price: £TBA Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 29 (Grey), 29 (Blue) Clear 2
Note: Enough parts for 2 complete kits
Decal Options: 4 (Confederate Air Force & The Fighter Collection)
Manufacturer: Sweet
UK Importer: Arba Products



Albatros W.4

Albatros W.4 'ProfiPack'

Scale: 1/48th
Kit No: 8084
Price: £17.20
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Components: Plastic 65 (Tan), Etched 74
Also Includes: Paint Masks
Decal Options: 3
Manufacturer: Eduard M.A
Obtain in UK via: Hannants or LSA Models



Kittyhawk? Warhawk? P-40?

Whatever you call it, AMtech's got it!!



1/48th P-40E Warhawk/Kittyhawk
Model shown features the kit markings of Lt. Dallas Klinger, member of the 23rd FG, USAAF, China, 1942, and former AVG pilot.

This highly-detailed AMtech kit, the first new 1/48th scale P-40E kit in over 20 years, features finely-scribed panel lines, a detailed cockpit, crystal-clear 4-part canopy, optional U.S. and British-style exhaust pipes, plus markings for four different aircraft—3 U.S., one RAF.



Kit #484602 Price: \$21.98

1/48th P-40F/L Long-tail Merlin

Hailed as the most accurate Merlin-powered P-40 in any scale, AMtech's kit features NEW HiTech resin nose for ultimate accuracy, detailed cockpit, landing gear and wheel wells, correct "fish-tail" exhaust stubs, lengthened tail, external fuel tank, engraved panel lines.

Features the markings of "Stud," "Ace of Pearls," "Veronica," and one RAAF bird from No. 3 Sq.



Kit #489202 Price: \$24.98



Coming from **X-Kits by AMtech**



1/48th XP-40Q-2

The Ultimate P-40, finally in an injection-molded kit from **X-Kits** by AMtech.

All the parts, all the detail you need to build the clipped-wing, bubble-topped XP-40Q-2 in any one of its three versions: OD over Neutral Gray shark mouth; NMF aircraft; and the post-war racer!

X-Kits #48001 Price: TBA

special preview

Really worth the wait!

Weapon Options

This kit includes the following weapons, pylons and pods.

- 1. AIM-9L Sidewinders and LAU-7/A-6 wing tip launchers
- 2. AIM-9L Sidewinders for LAU-127 launchers
- 3. AIM-120 AMRAAM
- 4. LAU-115C/A & LAU-127 launchers
- 5. AIM-7F/M Sparrows
- 6. Joint Direct Attack Munitions (JDAM)
- 7. GBU-10 Paveway II
- 8. GBU-24 Paveway III
- 9. AGM-84D Harpoon/AGM-84E SLAM
- 10. Mk 82 500lb bomb
- 11. Mk 82 Snakeye
- 12. BRU-33 Vertical Ejector Rack

- 13. AGM-88 HARMs
- 14. LAU-118 launchers
- 15. AGM-65E Mavericks
- 16. LAU-117 launchers
- 17. AN/ASQ-173 LDT/SCAM pod
- 18. AN/AAR-50 TINS pod
- 19. AN/AAS-38 FLIR pod
- 20. 330 US Gal external fuel tanks

Colour Options

The kit offers the following colour options.

- 1. F/A-18C, BuNo. 164905, CVW-5,

USS Kitty Hawk, VFA-192 'World Famous Golden Dragon', 2000

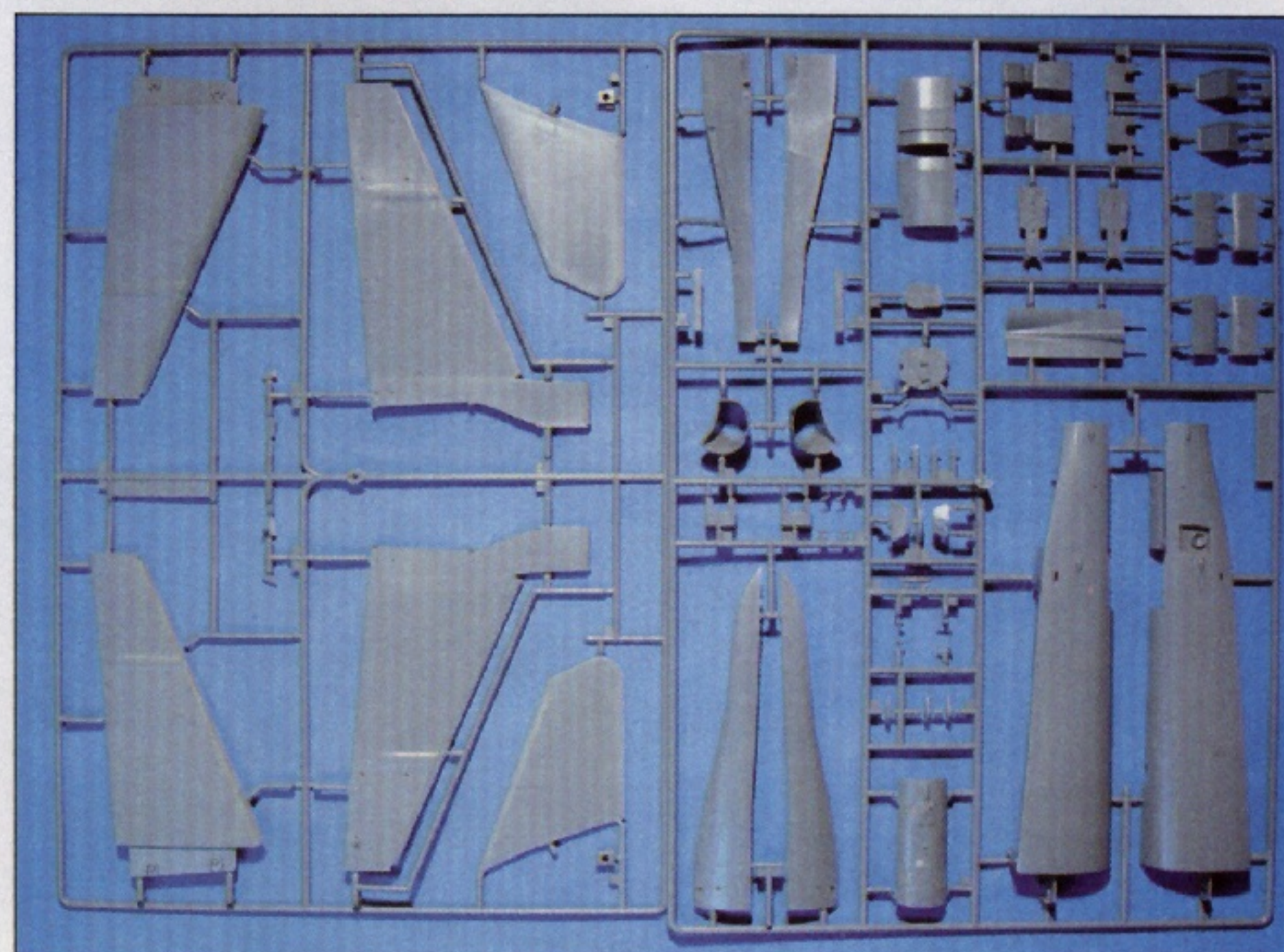
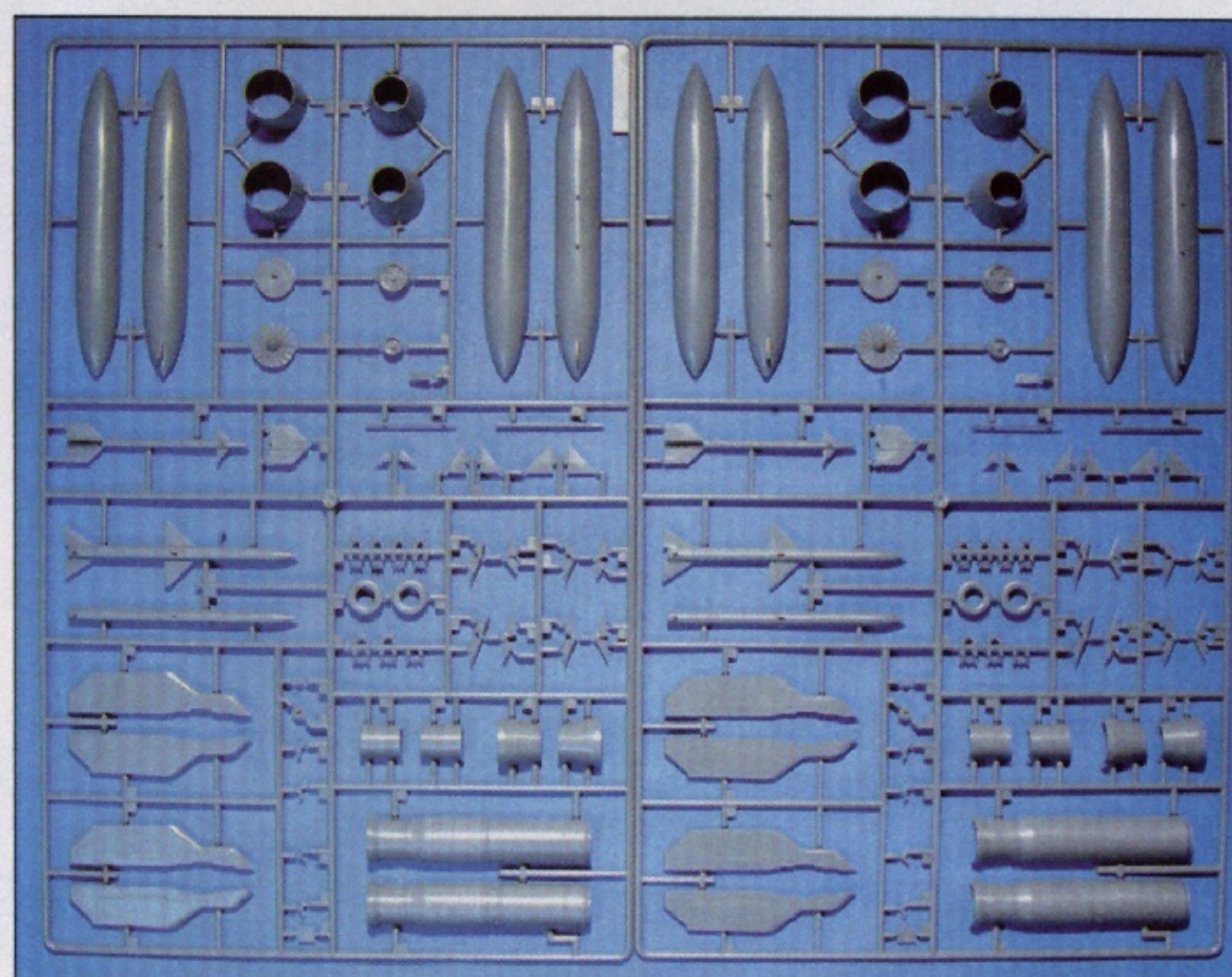
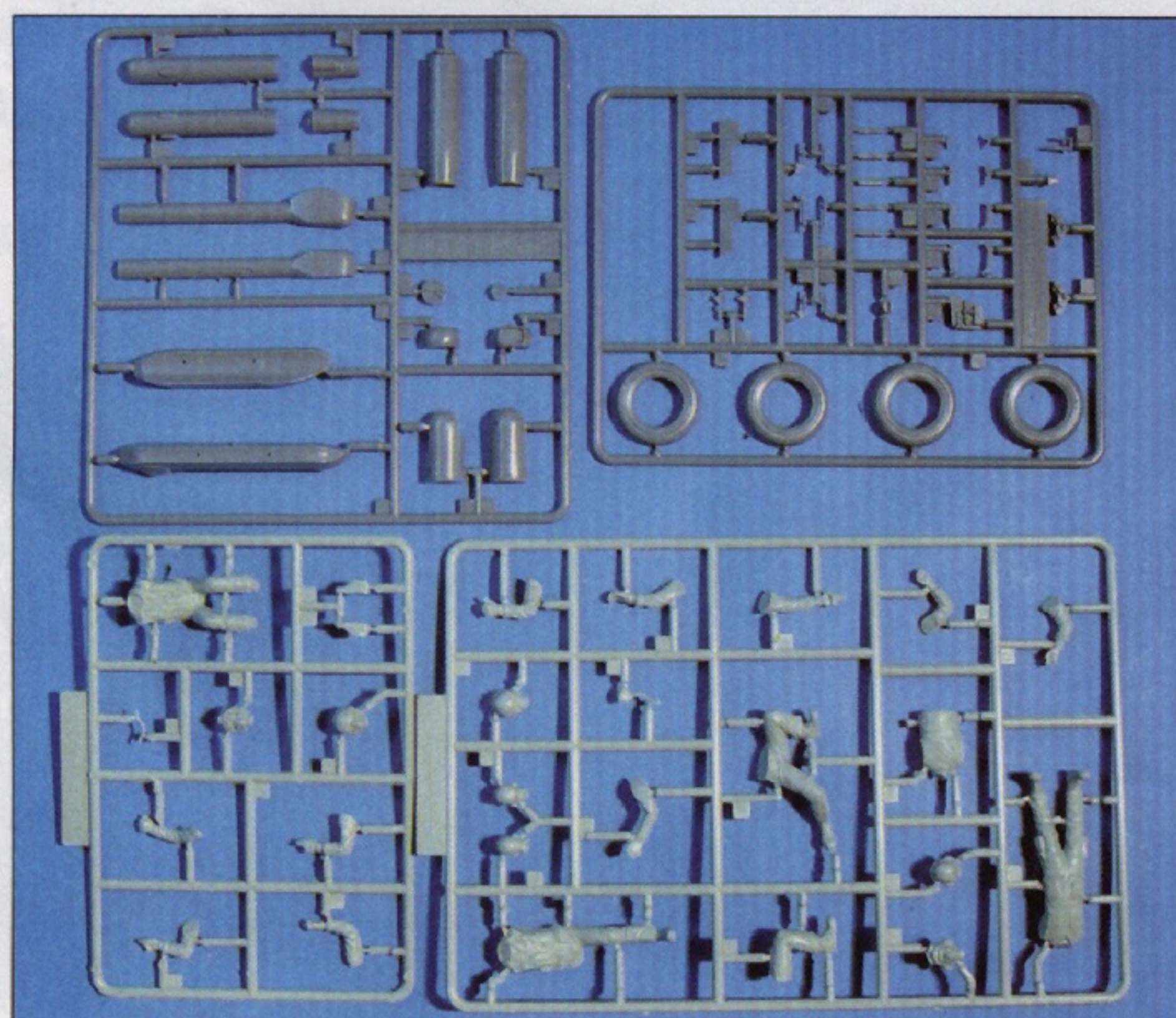
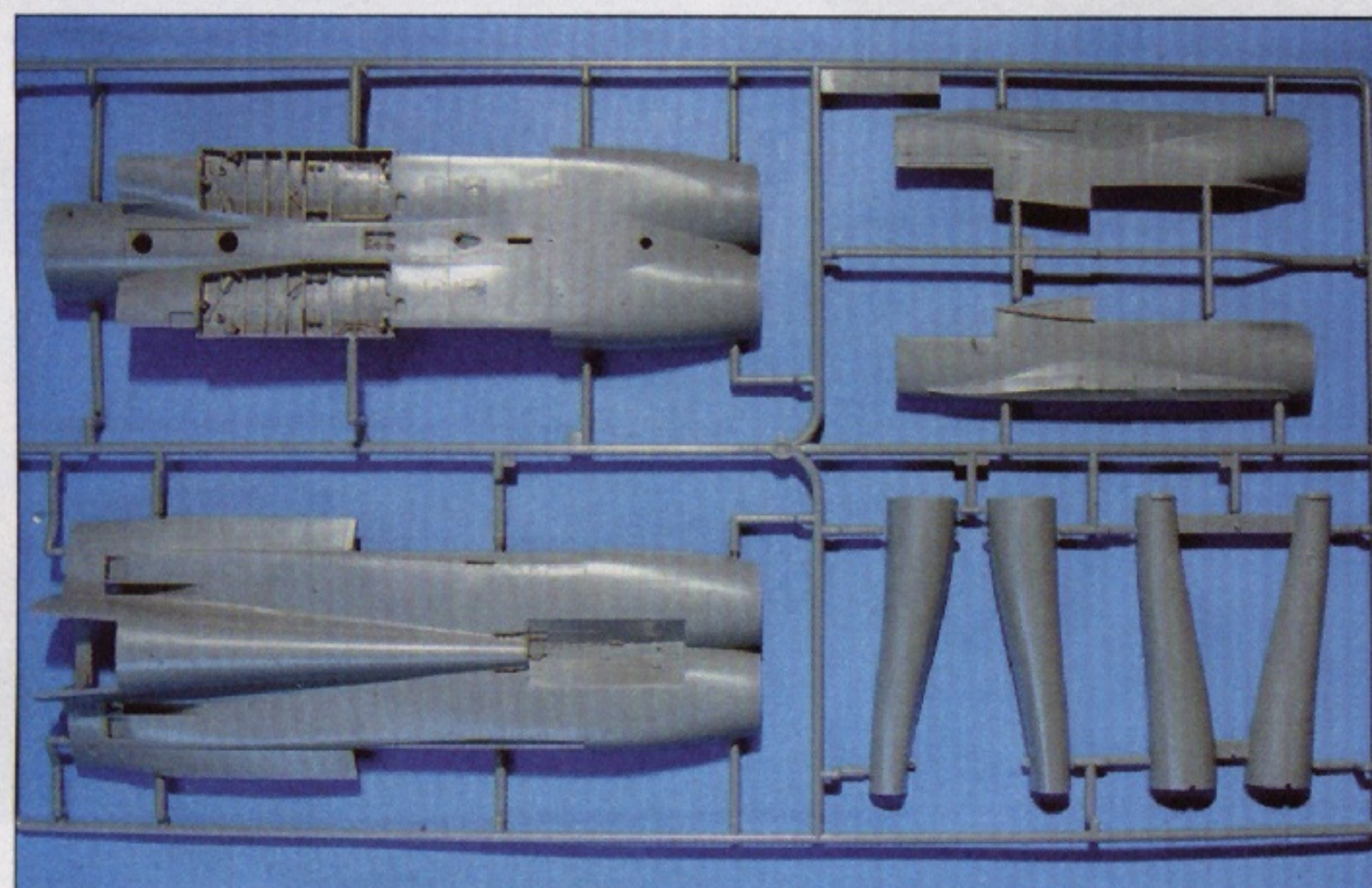
- 2. F/A-18C, BuNo. 164905, CVW-5, USS Kitty Hawk, VFA-192 'World Famous Golden Dragon', 2000
- 3. F/A-18C, BuNo.163777, CVW-9 USS John C. Stennis, VFA-146 'Blue Diamonds', 2002.

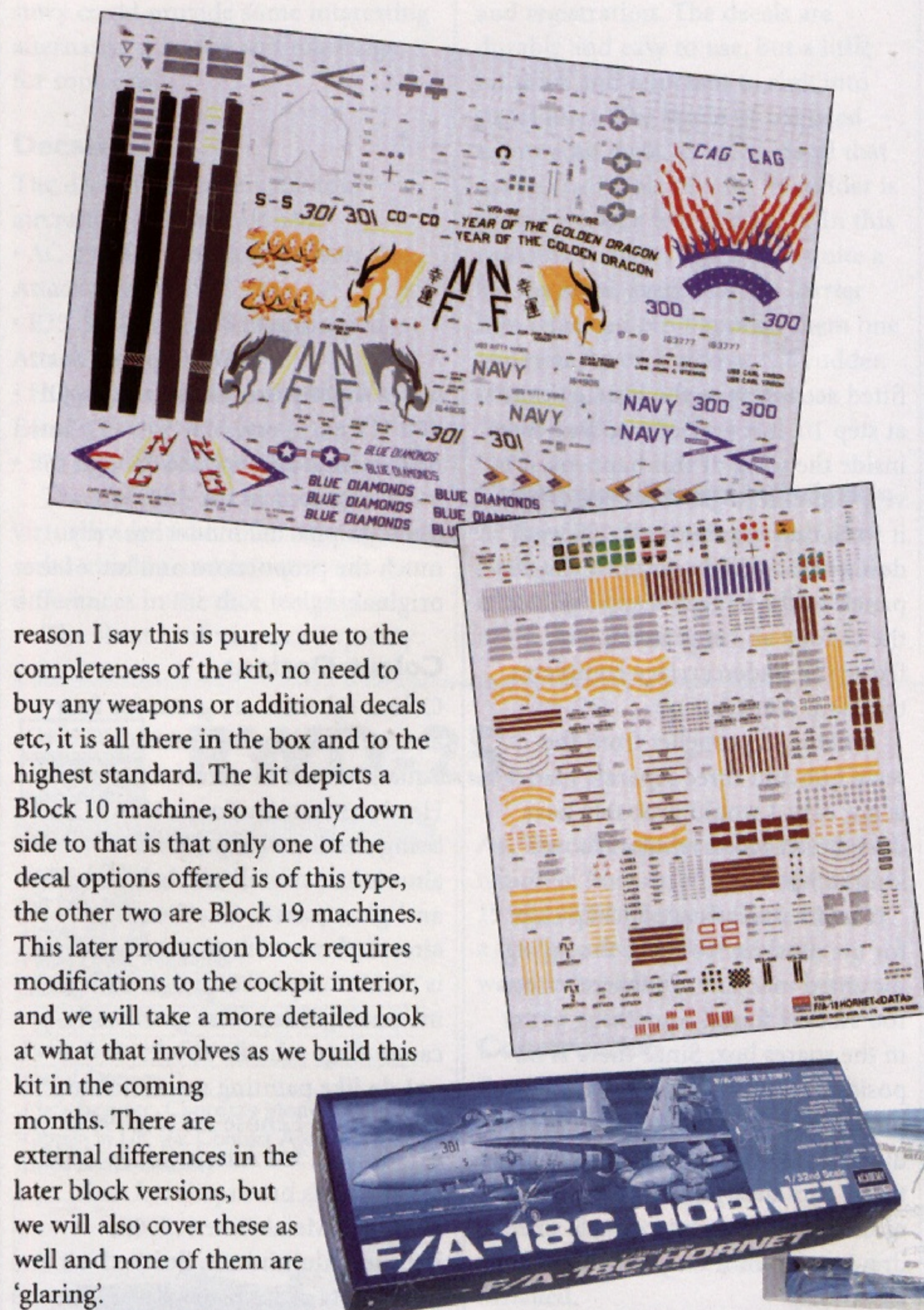
Note: Option 1 is a hi-vis version, while option 2 is the low-vis version. Option 3 is the 'stars 'n bars' nose art machine and this is the only Block 10 option.

Conclusion

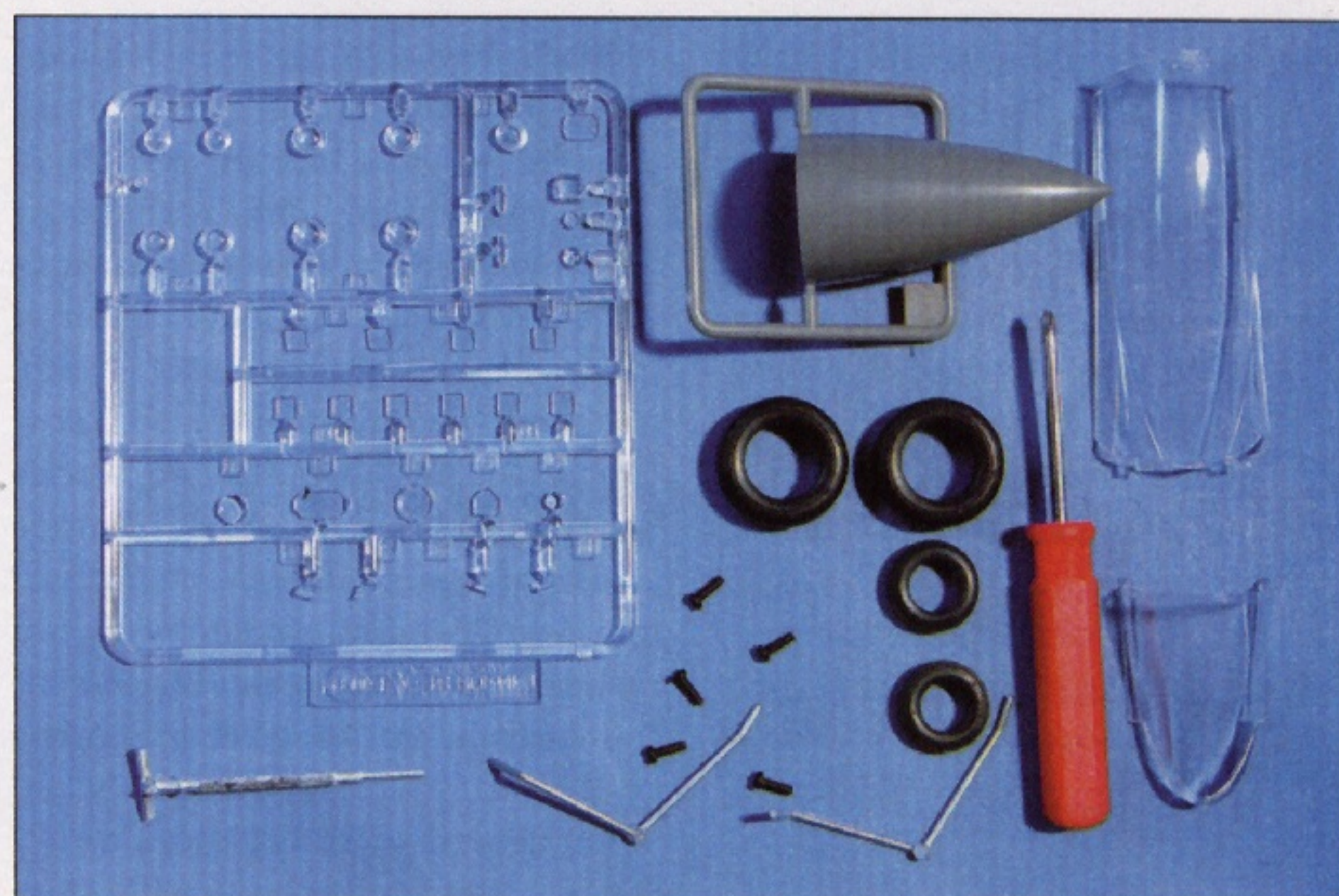
It has been three years in the making, but boy was it worth waiting for!

With over 900 parts this kit surely has to be top running for this years' 'Kit of the Year' award. Three years worth of research and work have gone into producing this kit and it shows in how the kit has been engineered and the quality of the components. So much thought has obviously gone into this kit that it is, dare I say it, far superior to anything coming out of Japan in this scale. "Is it worth £89.00 though?" is what I have heard a lot of people say, well yes actually! The





reason I say this is purely due to the completeness of the kit, no need to buy any weapons or additional decals etc, it is all there in the box and to the highest standard. The kit depicts a Block 10 machine, so the only downside to that is that only one of the decal options offered is of this type, the other two are Block 19 machines. This later production block requires modifications to the cockpit interior, and we will take a more detailed look at what that involves as we build this kit in the coming months. There are external differences in the later block versions, but we will also cover these as well and none of them are 'glaring'.



So, for now we will leave you with the accompanying views of the kit 'in the raw', so you can go "oooooh" and "aaaaah" as everyone else has done thus far on seeing this kit. By the way, while you are looking, check out the two-seater cockpit and two ejection seats on the sprues - roll on the F/A-18D!

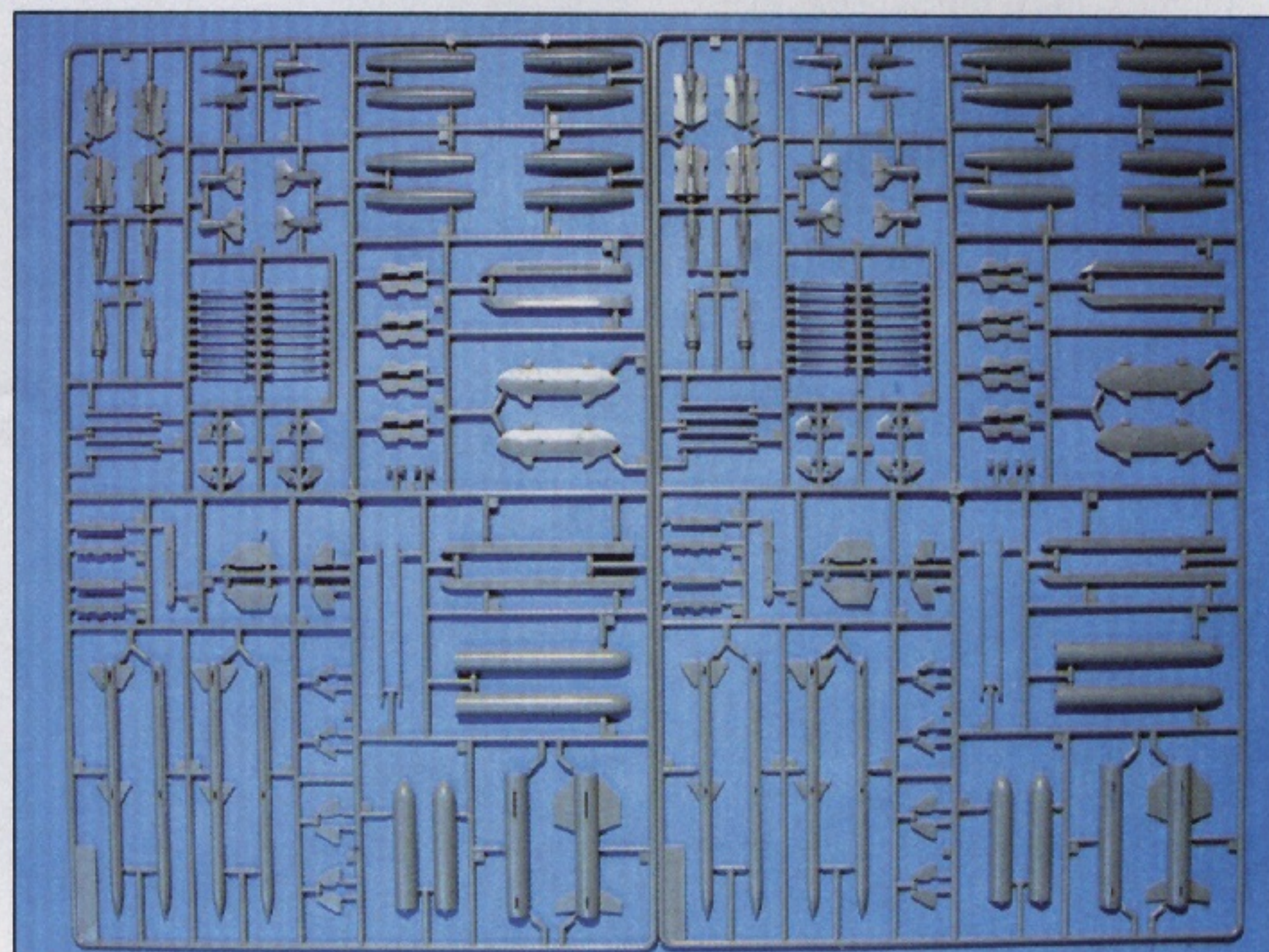
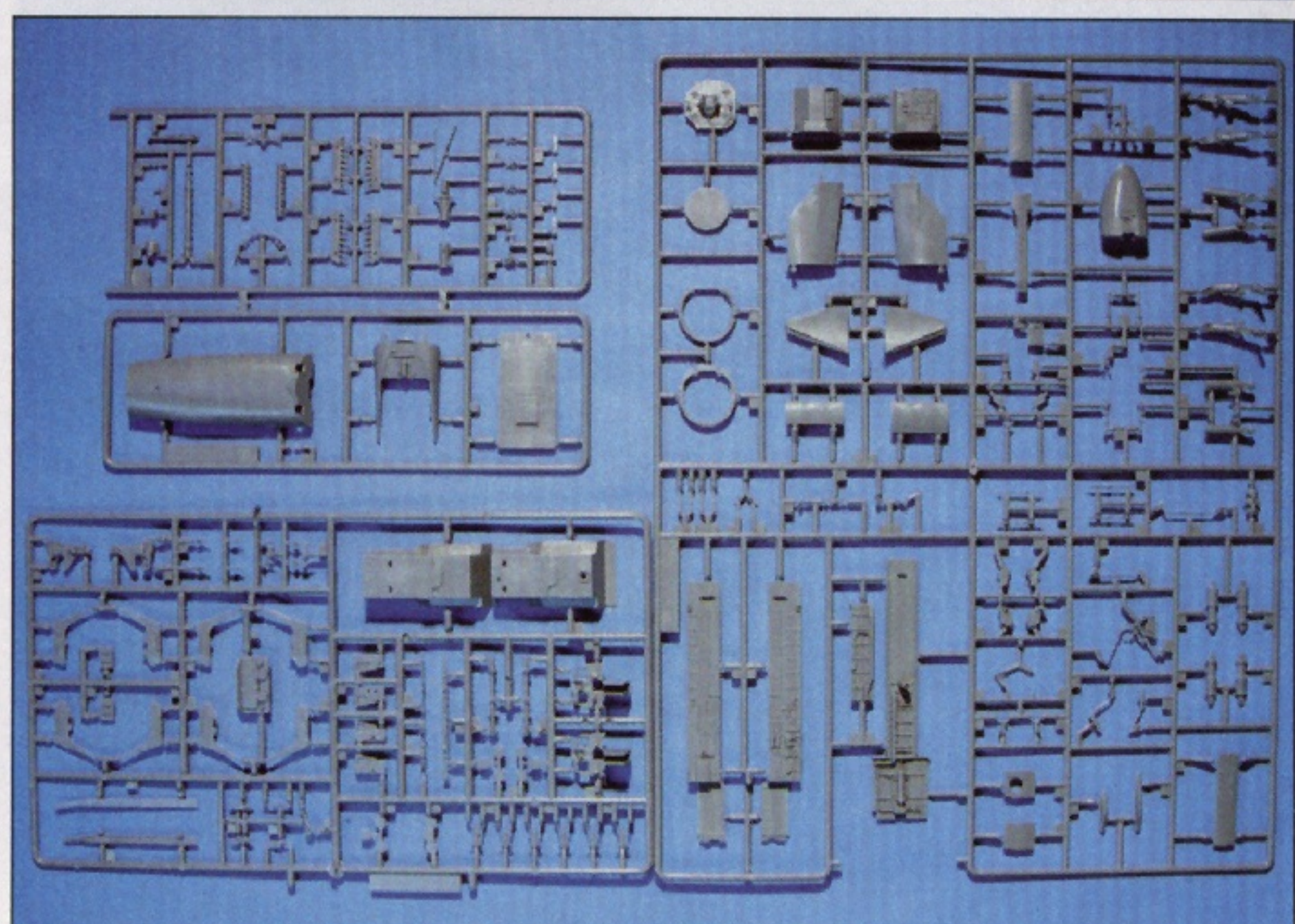
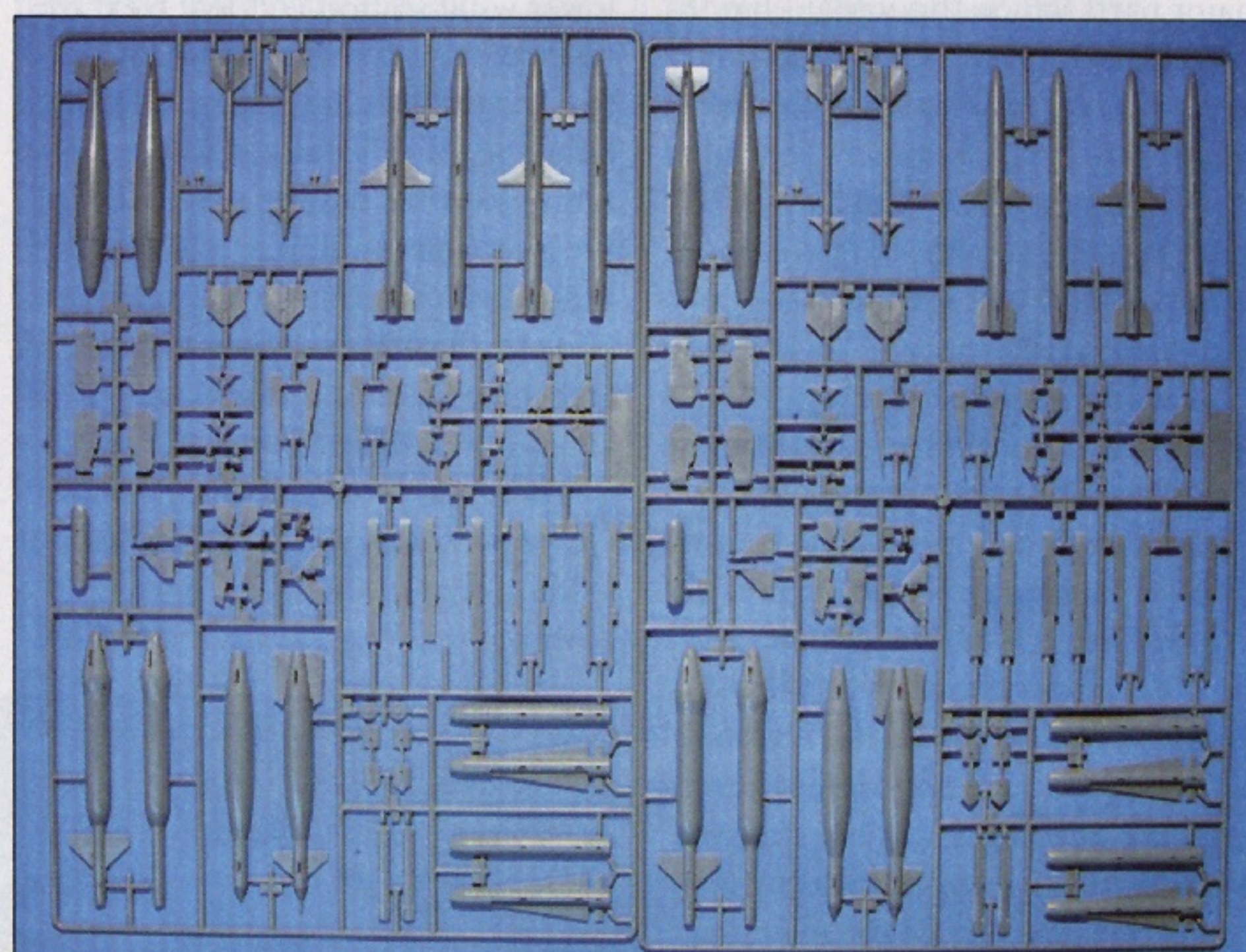
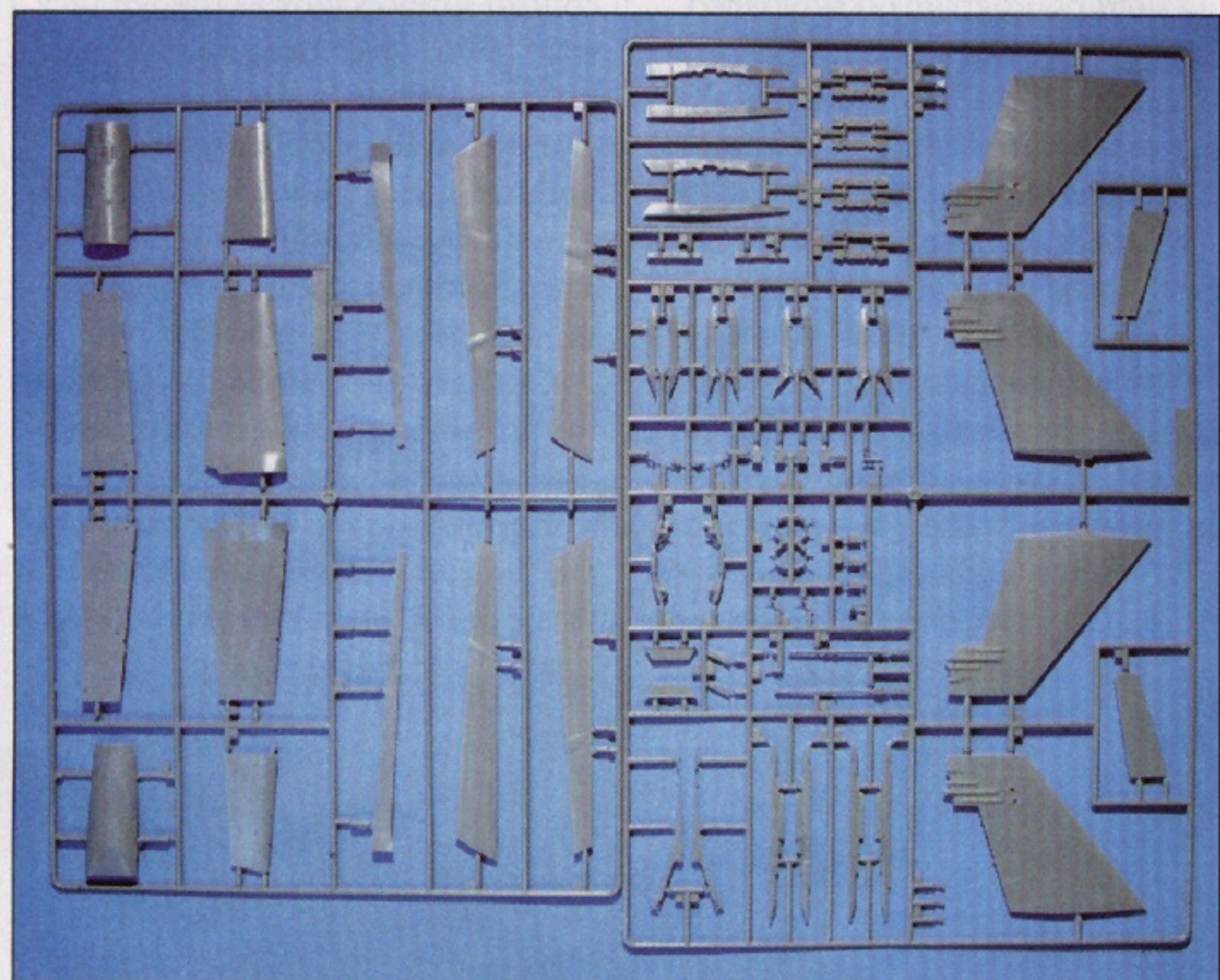
Hopefully this kit will be readily available in the UK by the time you read this and the £89.00 price listed is confirmed by the UK

importer, so go on, buy a couple!

Our thanks to Academy Plastic Model Co., Ltd and their UK importers, Toyway for the review sample.

McD F/A-18C Hornet

Scale:	1/32nd
Kit No:	2191
Price:	£89.00
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic, White-Metal & Rubber
Components:	Plastic 879 (Grey), Metal 3, Rubber 4, Clear 37
Also includes:	2x Metal Screws and Small Screwdriver
Decal Options:	3
Manufacturer:	Academy Plastic Model Co., Ltd
UK Importer:	Toyway



reviews



Northrop A-17A

Technical Data

Scale: 1/72nd
Kit No: 72521
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic & Resin
Components: Plastic 49 (Grey), Resin 1, Clear 1
Decal Options: 4
Manufacturer: MPM
UK Importer: Hannants



The Kit

Inside the end-opening box, a polythene bag contains two sprues of light grey injection moulded parts. The larger sprue contains the major parts which this variant has in common with the earlier fixed undercarriage A-17, released by this manufacturer last summer (See Vol. 8 Iss. 8 August 2002). The smaller sprue contains a mid-lower wing section with wheel wells and retractable undercarriage legs, for this version.

There is a clear sprue containing a single moulding for canopies to the pilot's cockpit and the observer/gunner's cockpit. In the review sample, this was loose with the other parts and was scratched. Fortunately, this was on the centre section destined to be painted. The propeller hub is the single resin part.

The first thing that struck me was the excellent quality of the injection moulding. This is much better than in most short-run kits. There is virtually no flash, the surfaces are unblemished and the detail crisp. Trailing edges are very fine. The attachment points are thin and parts easily detached from the sprue. This is every bit as good as many new 'mainline' kits and considerably better than many reissues.

Instructions

There is a ten-page A5 instruction booklet. This contains a parts map followed by four pages of clear exploded views, setting out the assembly sequence in twelve steps. These are clear and easy to follow. Four pages are devoted to colour scheme and decal placement

drawings. Humbrol colour references are used, with Federal Standard alternatives given in most cases.

I congratulate Chris Hughes on the best concise type history I've read for a long time. I'm sure that the photographs credited to Denis Sparks are just as good, but I couldn't find them. They are not on the leaflet or on the box - a pity.

Construction

For once, I decided to follow the instructions, and almost escaped without mishap. The sequence begins with pre-painting and fitting the cockpit interior components into the starboard fuselage half. I am naturally wary of this way of doing things but after a dry run with parts held in place by Blu-tack it was evident that everything fits well, when properly located. The engine front is also painted at this stage and the nacelle halves joined. With the fuselage halves joined, the centre lower wing section is fitted. Next the outer wing halves are joined and fixed to the fuselage, along with the tailplane. At this point, I was reminded that, despite the quality of the injection moulding, this is a limited run kit. Careful attention to fit was called for together with a little filler at the starboard wing root.

There are two small wing panels (parts 31 & 32), which fit into the leading edge at the wing roots, covering the wheel wells. If these are

fitted according to the instructions, at step 10, it is very easy to lose them inside the wing. If this happens, it is very difficult to get them back (take it from one who knows!). If I was doing this again, I would fix these panels to the wing at step 9. With the canopy and engine in place, fixing the undercarriage completes the main construction.

Building a propeller from the resin hub and three separate blades is not easy. I would probably have done better to make myself some kind of jig.

The final construction step calls for the modeller to make four wing-mounted machine gun barrels from rod stock. I found something better in the spares box. Since there is no positive location for these on the model, and no dimensions in the diagram, it was difficult to locate them. It is always useful if producers of this type of kit can provide scale drawings, even if only side or end elevations.

I used photographs downloaded from the internet to check out some of the details shown on the box artwork, before adding them myself. These were the 'peashooter' type sight, the transverse aerial wire and the undercarriage torque links.

Accuracy

Chris Hughes has obviously researched the subject thoroughly and gives the A-17A wing span as 47ft 8 1/2ins (14.54m) and length 31ft 8 3/4ins (9.67m). My model

scales slightly oversize at wing span 48ft (14.64m) and 32ft 3ins (9.83m). At this scale that is close enough for me. Compared to the internet photographs, the model has very much the proportions and 'sit' of the original.

Colour Options

Colour schemes are given for four aircraft two from 90th Attack Squadron and one from General Headquarters Air Force, USAAC, all being similar with polished aluminium overall and bronze-green anti-glare panels. The fourth aircraft, from 13th Attack Squadron is aluminium beneath, but with an interesting three-tone green early camouflage scheme above.

I do like painting metal finish schemes, so I chose AC35 of 90th. Attack Sqn. 3rd Attack Group, 1938. My model is brush painted with Humbrol Metal Cote (27002) Polished Aluminium, finished with three coats of Johnsons Klear. The control surfaces look as though they were fabric covered, so I added a little matt white to simulate aluminium dope rather than polished metal. I added a little Metal Cote (27003) Polished Steel to the aluminium to vary the shade on some panels.

Chris Hughes tells us that, after the fall of France, an export order for A-17As was diverted to the R.A.F. where the type was briefly known as the 'Nomad' before being transferred to the South African Air Force. This



story could provide some interesting alternative schemes and markings for someone.

Decals

The decal sheet covers the four aircraft already mentioned:

- AC 85, 90th Attack Squadron, 3rd Attack Group, 1938
- E75, 90th Attack Squadron, 3rd Attack Group, 1937
- HQ6, General Headquarters Air Force
- 57, 13th Attack Squadron, 1938

The two 90th AS aircraft are virtually identical, differing only in serial number and minute differences in the dice insignia.

The sheet is of very good quality

and registration. The decals are durable and easy to use, but a little bit thick and reluctant to sink into panel lines. The shade of red used seems a bit dark, to me. A decal that covers the whole of a fin or rudder is always a severe test of a sheet. In this case, the rudder stripes were quite a bit too large, even with the carrier film trimmed off. I applied them one at a time, to each side of the rudder, trimming each one as it was set. Decal Rating = 8/10.

Conclusion/Recommendation

At the risk of repeating myself, the lasting impression of this kit, for me, is the high quality of the injection moulding. If short-run

manufacturers can economically hit this standard, then the future is bright. Having said that, the kit does retain many of the features of short-run kits and careful attention is needed to location and fit of parts. This is not a kit for beginners, but would be a good introduction to short-run or limited edition kits, for someone with a bit of experience. Cockpit and undercarriage detail is a bit sparse, but someone willing to do the research and make the additions, could soon turn this into something really special.

Not long ago I mentioned to our editor that if I expanded my modelling horizons, it would be into American between the wars subjects,

which I find so colourful, technically interesting and evocative of the period. You could not have a better example of what I mean than this 'jazzy' little A-17A. I just have to look at it to imagine James Stewart climbing laconically from the cockpit, unfastening his flying helmet. By the perimeter fence, Luran Bacall waits, draped across the front seat of a Buick convertible. Great stuff!

My thanks to MPM for the review sample.

Neil Pinchbeck

CHOROSZY
MODEL

RWD-25

Technical Data

Scale: 1/72nd

Kit No: A51

Price: £21.15

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Resin & Vac-formed Clear Plastic

Parts: Resin 19, Clear 2

Decal Options: 1

Manufacturer: Choroszy Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



The Kit

Presented in a sixties style, colour-top box, the kit bits, in cream coloured resin and clear acetate, are protected by individual polythene packets. The mouldings are well up to Choroszy standard 'aka' first class. The review kit was apparently a pre-production sample which arrived without canopy, prop or decals. Subsequently a canopy arrived from Poland (impressive) by which time I had improvised an Aeroclub prop and decals... No, I couldn't wait to build the kit. Apart from sawing off the moulding cores this little beauty almost fell together, but I'm getting ahead of myself.

The RWD-25 was probably the most attractive lightweight fighter designed prior to 1939, resembling a refined and potentially more capable Fokker DXX1. Regrettably the German onslaught and the stupidity of the Polish High Command ensured that this attractive design failed to make the transition from drawing board to reality.

Apparently this was the first Choroszy kit to feature a vac-formed canopy

Instructions

Basic facts, painting guide and exploded-view diagram are provided in black and white on two sides of

A4. The kit is that simple little else is required. Putnam's 'Polish Aircraft 1938-1939' by Jerzy B. Cynk filled in a few gaps for me, but certainly wasn't essential.

Construction

Each half of the vertically divided fuselage has nicely moulded cockpit detail on the inside, which requires painting before the equally fine cockpit floor, seat, rear bulkhead and instrument panel are painted and installed.

Closure of the fuselage is followed by attachment of the one-piece main plane and horizontal tail surfaces. Again filing to fit and subsequent application of filler are minimal impediments to progress.

The two-row Gnome Rhône radial with rear mounted ancillaries is next for painting and attachment. This is a joy in its own right and begs detailing and display with the finely wrought cowling left off, but I resisted the temptation on this occasion!

Assembly of the wheel spats come next. I painted the wheels first and was pleasantly surprised to find that the moulding accuracy is such that they rotated freely in the

completed units.

Two vac-formed canopies are supplied and the trauma of cutting out and fitting one remains the only real challenge to the average modeller who attempts this fine kit.

After this it's only fiddling with the minor parts, masking and painting to get the job done.

Colour options

Only one option sporting the standard 1939 blue under surfaces and khaki uppers is proffered. The review kit was finished using Xtracolor paints mixed to give my impression of the Polish scheme based on the box art.

Accuracy

The finished kit conformed well to the illustrations in my references and the span of 10.5m and length of 7m were almost exactly echoed by the kit in 1/72 scale. What more can one ask?

Decals

Those in the kit were not tested in this review for the reasons stated. Choroszy-supplied decals, available with production kits, are in my experience always of reliably high

quality and should cause no problems.

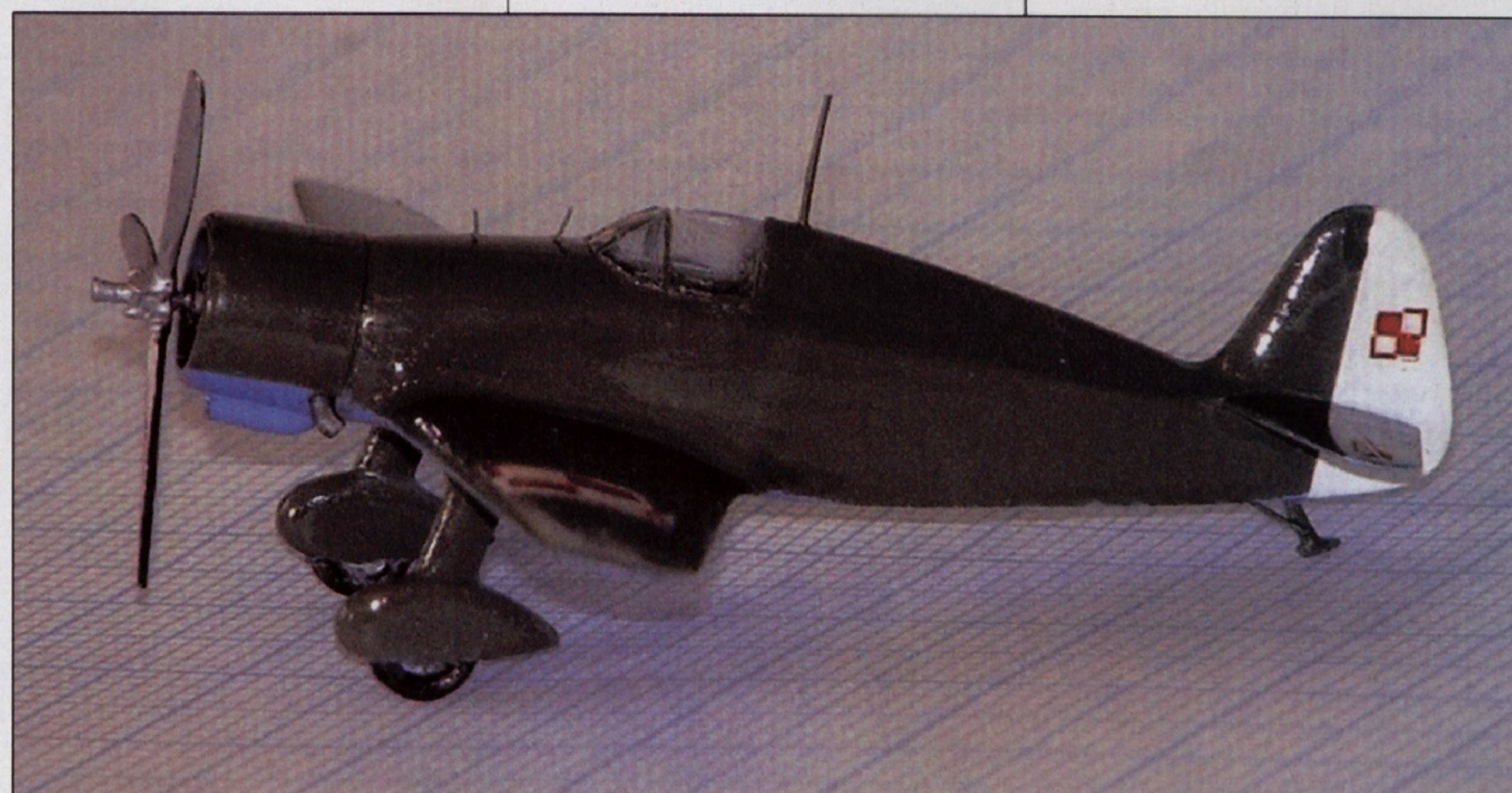
Conclusion/Recommendation

I'm aware that my review photograph doesn't do this fine kit the justice it deserves. Make no mistake, Choroszy's RWD-25 is an ideal first resin kit of a very attractive and potentially highly successful original design, which I have no hesitation in highly recommending to anyone with a few injection kits under their belt. I used cyano adhesives throughout, but five-minute epoxy, which is rather more forgiving, may suit the resin tyro better.

The quality of the resin mouldings is of the highest quality which compares very favourably with any injection kit. Vac canopies are a bind but the process of cutting them out and fitting is well documented, so providing the modeller follows the technique carefully and takes his or her time this small challenge should not present a problem.

Many thanks to Choroszy Modelbud for the review kit, which I thoroughly enjoyed building

Simon Snape



RODEN PKZ-2

Technical Data

Scale: 1/72nd
 Kit No: 008
 Price: £4.99
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Parts: Plastic 50 (Grey)
 Also Includes: Wood-effect (Plastic)
 Display Base
 Decal Options: 1
 Manufacturer: Roden
 UK Distributor: Pocketbond Ltd



The Kit

This is supplied in a 'standard' Roden end-opening box. The decals and one sprue in light grey plastic share an equally standard wrap bag with a wood effect display stand. Billed as the first practical helicopter, all be it of the tethered rather than free-flight variety, we are assured by the brief historical notes that the Austro-Hungarian authorities regarded this observation device as too dangerous for its single-man crew to operate. Given that the unfortunate observer could not vacate the helicopter in 'flight' without being multi-sliced as he fell through the contra-rotating rotors it seems that on this occasion the Austro-Hungarian's displayed a degree of common sense and humanity sadly lacking in WWI.

Nevertheless the PKZ-2 marks an important early milestone in helicopter development, with a practical rotor system, which eliminates the torque effects that proved so difficult to tame with single-rotor machines

Instructions

A parts identification diagram, technical data block, brief history and six-stage construction diagram sequence occupies four pages printed on a single sheet. The box illustration is worth studying in addition to the instructions to confirm specific details such as the precise attachment of the stabilising bladders on the outrigger legs, which I shall refer to later. It isn't that the instructions are lacking, but as one unfamiliar with this type in particular and with helicopters in general, this was one kit where I paid very close attention to all the information supplied before and during each stage of construction

Construction

Providing the instructions are carefully studied and followed and providing one is very careful cutting

the many fine parts from the sprue without damage this kit has no real vices.

Given the unusual nature of the type I make no apologies for following the manufacturer's suggested construction sequence

In stage one six parts numbered 18 and 19 are combined to produce three tear-shaped boxes which I assume carried fuel and engine ancillaries while acting as engine bearers.

Stage two concerns the assembly of the three stabilising arms with the spherical bladders at each tip. Here the feet of the inner inverted 'V' shaped struts (parts 15) connecting the bladder to the arm fit inside the annular rim crowning the bladder. This is inferred in the instructions, but shown much more clearly in the box top illustration

Stage three involves the construction of the central landing bladder and the bottom engine bracing framework.

Stage four merely requires that the engines are connected to the drive shafts.

In stage five the engines are attached to the tear-shaped outer fairings referred to in stage one, the lower engine bracing from stage three and an upper brace part 4 to complete the core framework of the machine

To this core are then successively attached: the outriggers from stage

two, the rotors and the observation can with its little seat.

Job done!

It is worthy to note that considerable care is needed to ensure the alignment of the various shafts. So during construction it saves time in the long run to check alignment from both front and side from time to time.

Colour options

One scheme, presumably representing the test prototype, is suggested.

Accuracy

Roden give the rotor diameter as 6m and on this basis the model may be very slightly under scale. I have not been able to check the proportions of the whole against satisfactory references, but the Rhône rotary engines look excellent and this bodes well.

Decals

The data block to the stand shattered when a premature attempt was made to slide it off the backing sheet. The crosses proved equally fragile and it was essential to let the decal float off the sheet before transferring them to the model.

Conformity, register, density and so on were otherwise well up to Roden standards.

Decal Rating = 8/10.

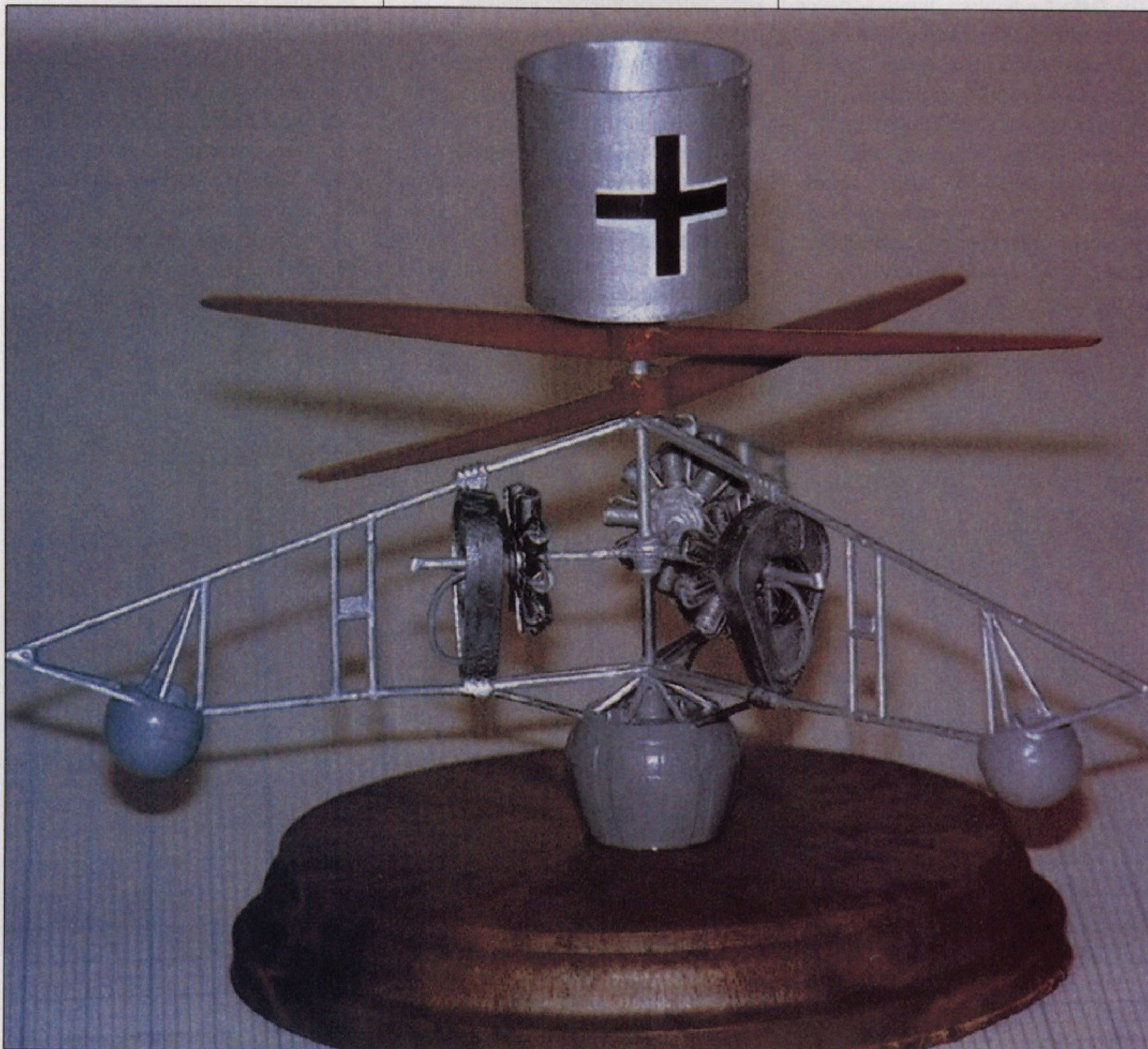
Conclusion/Recommendation

For all the world like Scrapheap Challenge's (Junkyard Wars for our American readers) attempt to replicate the lunar lander, the PKZ-2 is a daring venture on Roden's part in bringing a WW1 'might have been' to the mass market. As a model its historical significance in the development of the practical helicopter and certain outlandish charm will commend itself to modellers of the unusual. In construction terms it holds no particular vices and may be highly recommended on that basis alone.

It is apparent that the success of this unusual contraption depended in no small measure on the cable winch(s) and tensioning devices, which are not included in the model and which presumably ensured its safe return to terra ferma. For me the model raises more questions than it answers. For example the observer does not seem to have had any control over the engines or any instruments to manage fuel consumption. The machine was probably not capable of autorotation.... So who knew when to give the order to reel the observer down against the full power of the engines?

Many thanks to Roden and to Pocketbond Ltd for this unusual kit.

Simon Snape





Vickers FB.5 'Gun Bus'

Technical Data

Scale: 1/72nd

Kit No: 3009

Price: £11.99

Panel Lines: Recessed ✓

Status: New Tooling ✓

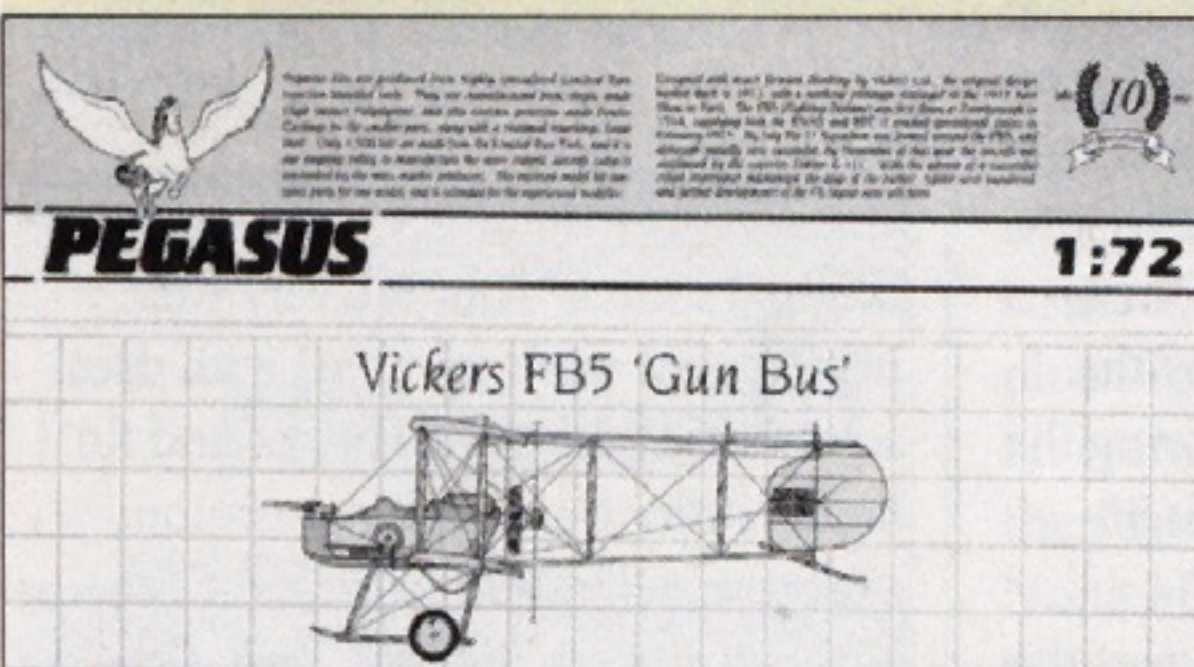
Type: Limited-run Injection Moulded Plastic & Pewter

Parts: Plastic 14 (Grey), Pewter 11

Also Includes: Plastic Struts & Two Lengths of Wire

Decal Options: 1

Manufacturer: Pegasus



The Kit

Polythene bags contain the mix of injection and extruded plastic, pewter and wire parts within the signature geometrical Pegasus style box together with instructions and decals. As one would expect, the soft grey plastic parts carry a fine surface detail being connected to their respective sprues by rather thick gates.

The pewter components, particularly the engine and gun, are equally well detailed if presented in a rather soft metal.

Instructions.

The small sheet of paper printed on both sides should be studied in conjunction with the information on the box. Sufficient information is supplied for the competent mixed-media kit constructor who will wish to supplement this information available with additional sources

Construction.

The various injection parts need careful separation from their sprues and cleaning up with the usual modelling tools before trial fitting, adjusting as required and assembly.

The fuselage nacelle is split vertically and it is up to the individual modeller's preference if the floor pan, dashboard, petrol tank and engine mount are attached before or after the halves are closed up. The inside for the gunner's cockpit is particularly well moulded and this will no doubt influence many who will wish to use their painting skills to best effect. I did a bit of both, but chose to leave the seats, joy stick and gun till the final assembly stages.

I then painted the nacelle Xtracolor Duralumin (X500) and masked off the canvas side panels for spraying with the flying surfaces. Pegasus recommend Xtracolor Clear Doped Linen (X101), but I had to fall back on Humbrol 74 or delay the review even further. Humbrol is an excellent paint, but has a much yellower hue than the Xtracolor and this is evident when the Union Flag underwing decals were added after a coat of Tamiya satin finish to ensure good decal adhesion on the matt Humbrol finish.

With the paint dry the painted motor and propeller were attached to the nacelle. Drills of relevant diameter were twisted by hand to ream out the sockets for the lower wing attachment pegs, the cabane strut sockets, the elevator horn mountings and the front undercarriage mountings.

Extruded Contrail-type strut material is provided and I elected to use this rather than a brass alternative, which would have been stronger, for two reasons. First the extruded strut is original equipment and I'm supposed to test it and, second, because the plastic material held the prospect of being easier to work. Pegasus instructions provide templates for all the 'struttrery' showing them to be parallel and with square ends. However contemporary photographs show the wing struts to be delicately tapered towards each end.

I fixed the main struts first and then found that the cabane struts, cut to the plan dimensions, were too short. Perhaps this is because the wing ended up with zero dihedral, but the answer was to measure the gap and cut new struts.

I attached the pre-cut tail boom struts to the mainplanes and the tail the best way I could using superglue. In the process I was suckered into believing that the bottom struts were too long and had to trim the upper struts proportionately. The review model is therefore, about 18in too short!

Attachment of the landing gear, wheels and pillar-mounted machine gun concluded the build.

Decals

For those who care to read it there is a warning to use only distilled water to soften the decals off the backing sheet and to shun proprietary softeners and fixatives. Having said this I had no trouble with the local tap water, but you may care not to risk it.

The decals themselves are a trifle brittle but adhere and conform well. Density is good and the use of separate bull's eye centres for the roundels is a good aid to perfect register.

Decal Rating: 9/10.



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Accuracy

Dimensionally accurate the flying surfaces conformed exactly to the plans in Harleyfords 'Fighter Aircraft of the 1914-1918 War'. Admittedly this is not a recent reference work, but it's a good start! The nacelle is apparently of a later series aircraft, but pictures in other references leave me well satisfied with this model's fidelity to the original.

Conclusion/Recommendation

The Pegasus Vickers FB.5 is a daring piece of model engineering and demands respect and great care. It is highly recommended to experienced modellers on that basis. I found this kit daunting to build. The architecture of the design requires the highest standards of accuracy and I really felt challenged by this kit, feeling the need for a second attempt to get it right!

Once fitted, the main wing cellule exhibited significant flexibility, which led me to question, wrongly, the lengths of the pre-cut booms. However, if the builder approaches the task with more confidence than I, he or she will find the structure immediately tightens up when the tail booms and tail are fitted.

With care the model will build into a signature work that will shine in any

collection. Sincere thanks to Pegasus for a model which reminds us how brave RFC observers must have been to stand on a thin ply deck several thousand feet above the trenches to work their machine guns in defence of the 'Fokker Menace'.

Simon Snape

Note:
My apologies to all for the length of time it took me to complete this review - so many kits and too little time!



Martin RB-57D Canberra

Technical Data

Scale: 1/72nd Kit No: 72039
Price: £35.00 Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Components: Plastic 40 (Light Blue), Resin 8, Clear 2
Decal Options: 2 (RTAF & USAF)
Manufacturer: High Planes Models
Obtain in UK via: Hannants or MR & ME Models



The Kit.

A nice stout box with the tuck-in type flaps presents you with several large pieces and some smaller parts that make up the contents of this kit. All these parts are within a poly bag as are the few resin parts in a smaller bag. As is usual with High Planes offerings, the plastic is in sky blue and has nice surface detail in the form of recessed panel lines. Cockpit detail consists of a tub and three-part ejector seats although they are a little crude. The aforementioned resin parts include the control column, undercarriage retraction jacks, tiny 'Y' shape antennae and the central cockpit divider. The single vac-form canopy is very clear and as only one is supplied great care is needed in cutting out and fixing it to the model.

Instructions

The instructions are on an A4 sheet with guidance notes and a simplified exploded diagram of the parts illustrating the assembly. On the other side of this sheet are the colour scheme options with a very basic guide to what colours are needed. But you do need to investigate further for detail painting. A second sheet has a small-scale plan of the type and the last side illustrates some of High Planes other products.

Construction

As with some other kits, construction needn't start with the cockpit. With this kit, I set about preparing all the parts by carefully cutting the parts from the heavy sprue frames and cleaning them up. The wings, for example, need their

inner surfaces filed and sanded to ensure a good fit and sharp trailing edges. The same goes for the fuselage and tailplane halves. Once all this preparatory work is done, assembly can begin. Nose weight is essential and I made up a box from plastic card to contain pieces of lead and Plasticene. Incidentally, the extra work involved in preparing the kit pays off as it speeds up building and finishing with just the finer detailing to be added after painting. With this particular kit I found I was steaming ahead and had the major assembly complete and ready for painting by the end of a week's work. Of course if you wish to add more detail to areas like the cockpit and wheel bays more time would be needed.

To get back to the kit, the wing to fuselage join is OK but some cutting away is required to obtain a good fit. High Planes do state this in their instructions but I tackled the review kit in a slightly different way that still resulted in a good join. The tailplanes have a tab, as mass produced kits, but the slots for them need to be opened up. The joins for these are pretty good too. All the other items are just butt joints and the carefully cut out canopy fits well. The only item the modeller needs to add from scratch is the aerial at the rear upper fuselage. I made mine from a small piece of micro strip.

Accuracy

Unfortunately I sold my copy of the Ian Allan title on the B-57 that would have been a useful reference. Fortunately though, I remembered I still have the Profile publication (No.247) on this subject and found it to be very helpful. For example only twenty RB-57Ds were built of the colour scheme as provided in the kit was confirmed. According to the Profile, the type had a wing span of 106ft. and a length of 64 ft 8in. The model measures at a tad below 18.25ins. for the wing span and a length of 10.75ins. By my calculations this makes the span longer by about 3 scale ft and the fuselage about right. The model's wings should be around 17.66ins making the model correct in one way and not the other. However, the finished model looks fine and acceptable - unless one is a strict stickler for dimensional accuracy.

Colour Options

Two options are catered for, both in the

same unusual colour scheme. One is for 53-3981/5644 as operated by the Taiwanese Air Force in 1959 during the Taiwan Straits crisis; the other is 53-3980 of the USAF for 'Project Bordertown' flights. This one wears the blue outlined yellow band across the fin with 'Weather' titling and a M.A.C. emblem on the fin. Both of these are finished in white upper surfaces and black lower surfaces. I opted for the US finish but found an extra set of serials on the decal sheet for 53-3977 and so used these on the review model. At first I doubted the colours suggested until I came across the Profile and read about the RB-57D section more closely and discovered that such a scheme was applied to a few of the type. To finish the model I first primed it with Halfords white and grey primers and then the top sides were finished with Appliance White from the same source and a couple of coats of black (SM302) from the Revell paint range. For the scalloped effect on the fuselage, I hand painted the scallops and the area below it down to a suitable panel line. Then the entire upper surface was masked almost down to the same panel lines and the remaining black was airbrushed on. The fin was done in a similar way. All detail painting was from a variety of suitable paints from Humbrol, Revell and Xtracolor.

Decals

Recently, some of High Planes kits have been issued with decals printed by Fantasy Printshop. The decals in this kit however, seem to have reverted to the

original source. They are very well printed and work very well with decal solvents but the tail emblems and fin bands suffer from bad registration, unfortunately. To overcome the fin band problem I cut away the yellow edging and applied some yellow decal stripes cut to the appropriate width and then overlaid it with the blue portion with the title on. The emblem proved more difficult to sort out so I left it alone. What did please me about the decals this time compared with those of the P-70 I made a little while ago, was the fact that the red serials and lettering have been printed with a white base therefore making the red show up very well against the black finish! Brownie points for this improvement but not so for the poor registration mentioned earlier so it's going to be...

Decal Rating = 8/10.

Conclusion/Recommendation

This kit is a most welcoming addition in model form of the world-famous Canberra. It is not too difficult to build and would benefit from some extra detail work in the cockpit area, as the transparency is very clear. I quite liked building this model and would recommend it to USAF and Canberra fans everywhere that have enough experience (and deep pockets)! I wonder how much bigger the RB-57F is with the even greater wing span and larger engines!

My thanks go to High Planes Models for the review sample.

Paul Janicki



Technical Data

Scale: 1/72nd
 Kit No: 72-018
 Price: £21.50
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin
 Parts: Resin 101
 Decal Options: 1
 Manufacturer: Ardpol
 Obtain in UK via: Contact Aeroclub for availability



The Kit

The kit comes in a box with a lovely high gloss colour profile of the subject on the top with the statement "High quality resin model kit" and that is no idle boast, because this kit contains some of the finest resin castings I have ever seen. The wings are taped to stiff card to prevent damage to the ultra fine trailing edges, but the majority of the parts are jumbled in a re-sealable bag, which is a shame as they could be susceptible to damage.

Instructions

The instructions consist of two double-sided black & white A4 sheets, one containing a brief history, colourings and markings, and three exploded construction diagrams. The other sheet contains three-view line drawings.

Construction

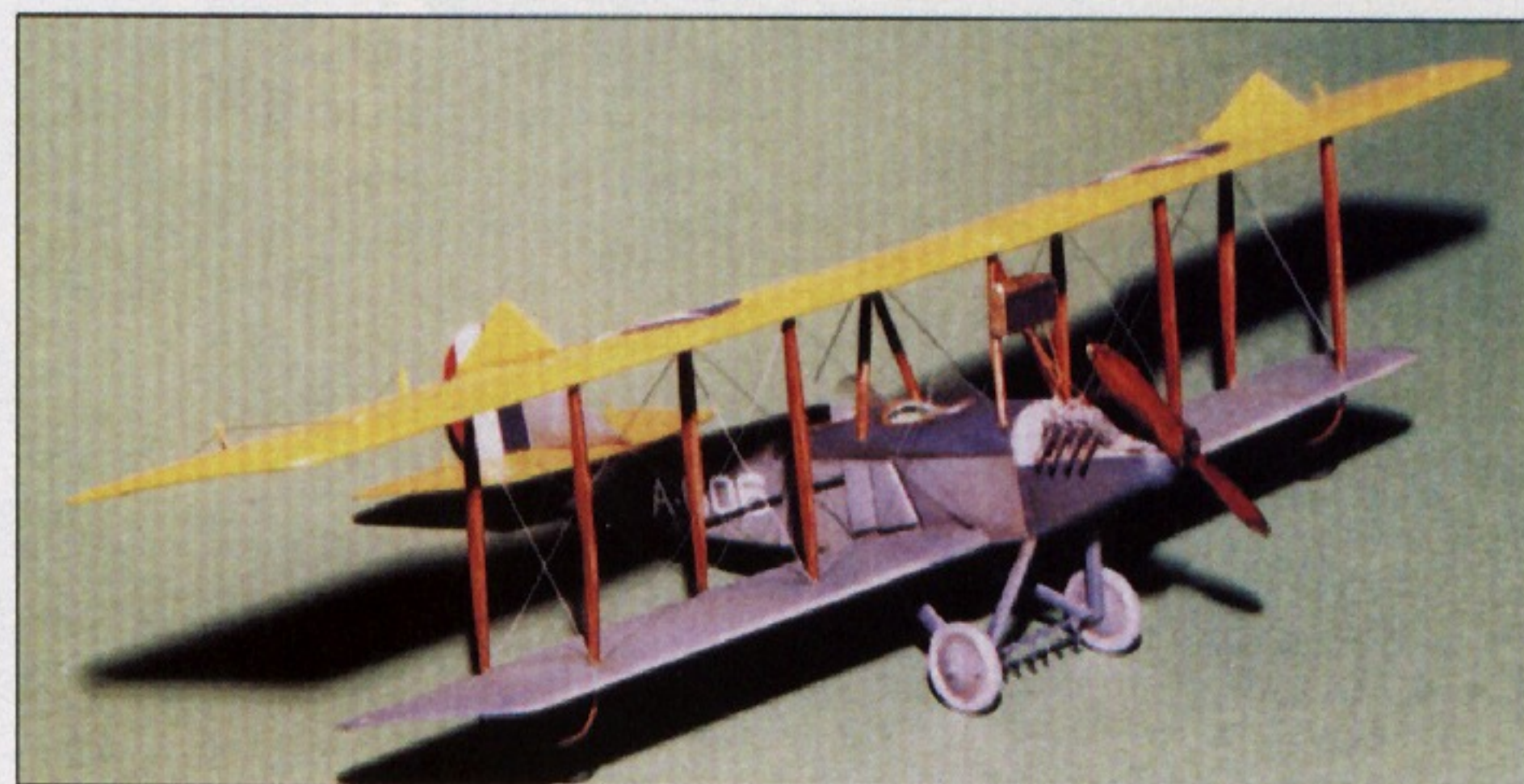
The construction started by removing the parts from the moulding plugs, and then a quick cleanup. There was no distortion or air bubbles in the review sample. The first stage was to build the interior, which included a basic floor, two finely cast seats, controls and dash, flight wheel, and a fuel tank. There was nicely moulded detail on the inside of the fuselage sides and this can be easily highlighted with a light wash of oils and subtle drybrushing. The engine has to be added at this stage before the fuselage halves are joined; it will require masking before the model is airbrushed. I added some photo-etched belts from Reheat to give it that finishing touch. Using cyanoacrylate glue the two halves were joined. They matched perfectly and were secured with masking tape. The wings are moulded with locating pins but I decided to drill these out and use plastic rod as spars, which could pass through the fuselage under the floor. The lower wings can then be added making sure the slight dihedral is incorporated. The tail

surfaces can then follow. I generally judge most of this by eye although I did use packing for the dihedral. The upper wing can now be joined; it is in three parts with the outer panels matching the dihedral of the lower wings.

The central float can also be joined. Most of the main joins required modest filling to achieve an invisible seam. Now comes the fun part, identifying which struts are which! The single-float version has 30 struts for both the float and the wings plus four more for the tip floats. The kit seemed to include all of these plus the struts for the twin-float version. None of these are numbered or marked so they needed placing over the drawings to identify them. Having done that they all needed cleaning up and saving in identifiable groups. I chose to fix the main float before painting; this was easier than I anticipated and was remarkably sturdy. After painting, the cabane struts were installed followed by the tip-most interplane struts. Once I was satisfied that everything was square I added the remaining struts and the tip floats. A mention has to be made of the beaching trolley, which is a simple casting but the manufacturers have chosen to create three-part castors, which is amazing but incredibly fiddly with separate brackets, wheels, and axles. How I never lost any of these pieces in the shag pile I will never know.

Painting

I painted the model with the upper wing separate to ease access. The under wing surfaces were painted with Humbrol 71 and these were then masked off and the upper surface colour was added. This was a combination of Humbrol 98 and 155. Humbrol Gloss Cote was then applied to provide a good base for the



decals and, after they had been applied, Satin Cote sealed them and created a nice sheen which I think is more realistic than matt.

Decals

The decals consisted of four wing stars, rudder stripes and fuselage and rudder numerals. These were excellent combining colour density with thinness, and the stripes responded well to Micro Sol. Decal Rating = 10/10.

Finishing

I used a little artistic license with the windshields. I cut small aero screens from acetate, the instructions and the profile seemed to indicate more aerodynamic half cone-shaped affairs, but as these weren't included in the kit I went for the easier option. Something else which appeared to be missing from the kit were the small struts on the top of the upper wing; they are clearly evident in the instructions, and the box top art but were not present in the kit. I logged on to the manufacturer's website which shows the content of the kit but they were not present there either which is a bit of a mystery. I made them out of thin plastic rod. The model was finished with rigging from stretched sprue. I always use sprue from gunmetal plastic kits as I think

this looks realistic without the need for painting it. I did the minimal rigging, as I believe I would still be doing it now if I tried to rig it to scale, either that or the model would be in more pieces than when it arrived.

Accuracy

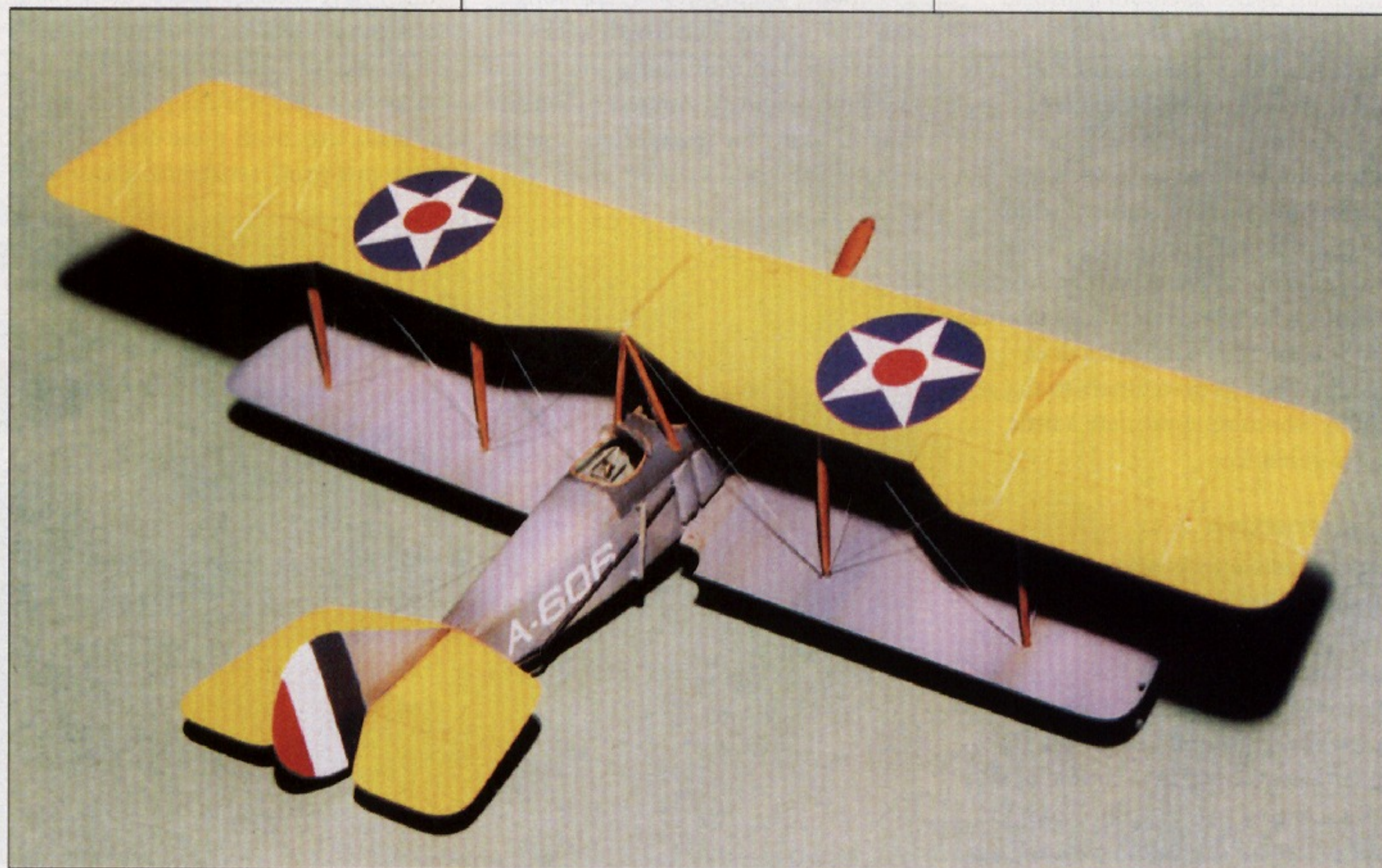
The various components layed exactly over the line drawings on the instructions, so I take this to be reasonably accurate. I also tried to find some references on the web but these proved to be elusive.

Conclusion/Recommendation

As I said at the beginning, the casting of this kit is awesome and the fit is easily the best I have ever experienced with a resin kit, but the kit seemed to be a bit of a contradiction; the beaching trolley was needlessly fiddly, the instructions could have been clearer, the extra parts from the other kits could be confusing, but the finished article is fantastic, and I would recommend it. However I guess that a resin kit of a three-bay WWI floatplane would not be the easiest subject for a first attempt at this media.

I would like to thank Ardpol for the review sample.

Jonathan Welch



special
HOBBY

Vultee Vengeance Mk I/II

Technical Data

Scale: 1/72nd
Kit No: SH 72034
Price: £11.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Components: Plastic 35 (Grey), Resin 16, Clear 1
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

Special Hobby's end-opening box contains two sprues of medium grey plastic, a small bag of resin parts and a pair of vac-formed canopies. Decals are provided in a separate sealed bag. Engraved surface detail on the plastic parts is very finely done. Some of the smaller plastic parts lack refinement but can be made presentable with careful removal and a little cleaning up. There was very little flash present throughout. Most of the smaller details, including the whole of the cockpit assembly, are supplied in finely cast resin which add considerably to the completed model.

Instructions

The ten-page instruction leaflet contains a multi-lingual history of the type, main assembly in six stages, and three pages of colour details for the three options included in the kit. The colour chart is a mixed blessing: it gives Humbrol colour references for the detail painting but omits any reference to proprietary ranges for the main airframe colours, instead relying on descriptions of the schemes. This is a particular difficulty in the case of RAAF camouflage colours, some of which are the subject of continuing debate and uncertainty, and for some of which there are no easy, one-pot matches. This poses problems even for those of us with reasonable reference material, but it is an omission which does nothing to help newcomers to the hobby who may appreciate a little more guidance.

Construction

Overall, assembly is reasonably straightforward. I started with the cockpit which went together without fuss and fitted into the fuselage perfectly once a couple of ejector towers had been removed from the inner faces. There are a couple of very faint location marks scribed into the fuselage to aid positioning; these

proved perfectly adequate for the job. A set of seat belts is really all that is required to finish the cockpit off. I didn't have any available in time for the review so my Vengeance is bereft of them.

The airframe fits together well but care is needed to locate the parts accurately since there are no location pins or other guides. The flying surfaces are all butt joints and it is here that a potential pitfall arises. I made the careless mistake of not checking the mating surfaces of the wings and ended up with a slight, and unequal, dihedral on the inboard section of the wings where they should in fact set level as illustrated in a scrap drawing in the instructions. In correcting this I opened a gap in the underside joint which required filling later on. In mitigation it is not easy to accurately hold butt wing joints to a fuselage when trial fitting, but nevertheless it was an error I could and should have avoided; the kit parts can be prepared to fit perfectly by a less clumsy builder. Apart from that self-inflicted injury, I only used a smear of filler on the upper tailplane joint, and a dab of PVA to fair in the canopy. I managed to get a good result first time with the vac-form canopy but was reassured to have a back-up. I took the precaution of adding a strip of very finely stretched sprue to the inside edge of the cockpit sills which just gives a little more mating area for the canopy cement.

The location points for many of the detail parts need refinement. I drilled out the undercarriage leg and wheel locations, and spent some considerable time trimming the cowl location for the resin exhaust stubs. Once done however these parts are perfectly acceptable.

Accuracy

The model scales out at 12.1m long and 14.7m span. The length tallies with several sources on the internet and Jane's Fighting Aircraft of World War II, whilst the span differs only by a matter of 6 or 7 scale cm short. In

my book this is good enough. I couldn't find any hairs to split over the shapes either although I had no scale plans to compare.

Colour Options

There are three options given in the kit, all exhibiting Commonwealth SEAC colour schemes with nose art.

- Vengeance Mk I RAAF, No.23 Sqn, Nadzab, 1944, and the option selected for the review.

- Vengeance Mk I RAAF, Cooktown AB, 1943. Although not stated this aircraft is from No.12 Sqn, RAAF.

- Vengeance Mk II, No.45 Sqn, RAF, India, 1943.

As stated earlier there are no paint range references for the main colour schemes, all of which are Foliage Green, Earth and Sky Blue undersides. There isn't space to discuss the issues of RAAF schemes here but suffice to say that these descriptions leave plenty of scope for confusion. How many might be tempted, for example, to use RAF Sky instead of the RAAF shade which is more like a pale blue-grey and for which I know of no off-the-shelf product? In the end I used a mixture of AeroMaster Dark Earth, Tamiya Olive Green - which is a reasonable match for faded Dark or Foliage Green - and my own mixture of Light Aircraft Grey/Light Blue/white, again from Tamiya, for the undersides. If I sound cavalier about the use of these colours, I admit to not losing too much sleep over the precise shades in this case since they would be modified anyway by the heavily weathered and patchy appearance I intended for the model.

Decals

These are printed by Cartograf. They appear nice and thin on the sheet, have good registration and excellent colour. This was actually the first time I have used Cartograf decals so I took the precaution of testing them on an old kit I use for just that purpose. Never was the practice more valuable than with these decals. They were, in a word, tenacious, sticking

like a limpet to whatever they came into contact with. They were extremely difficult to move around once in contact with the model except with large quantities of clean water, which I am sure negated any effect of the Microset I used on the first few decals. I was horrified by their appearance once in place. They appeared thick with a milky film of adhesive under them which I did not believe would ever clear. I decided that patience might be a virtue worth applying in this instance so gave them a dose of Microsol and forgot about them for a couple of hours. The transformation was - well I would describe the transformation as extraordinary. On inspection the decals had settled into all the very fine panel detail and the carrier had disappeared with no change to the colours underneath. Mightily relieved I sprayed the model with Humbrol Matt Cote.

Decal Rating: In terms of their final effect they would have to score at least 9/10. I'm not going to modify the score for ease of application but be prepared for a rollercoaster ride with them.

Conclusion/Recommendation

I enjoyed making this kit and I'm pleased with its scruffy, SEAC weather-beaten appearance. The kit has the capability of turning itself into a nice replica if you take a bit more care than I did with the wing joint and if you manage to defeat the decals. It would be a good introduction to someone who is looking for a bit of first time experience with resin since these parts fit so well. As far as I'm aware this is the only Vengeance on the market now that the Novo example is no longer readily available, and whilst I've never built that kit I'm pretty sure that the Special Hobby example will now outclass it. Highly recommended.

My thanks to Special Hobby for the review sample.

Steve Hewitt



accessories

Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

Model Design Construction

It is always a pleasure to receive items for review from MDC, as we all know just how good they are going to be. This month sees a number of new items, none of which will disappoint!

1/32nd Scale

Subject: Bf 109 Smooth Tyres

Scale: 1/32nd

Product No.: CV32004

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £TBA

Includes: These wheels feature the pressed steel (flat) style of wheel hub and are devoid of any tread pattern.

Subject: Bf 109F-K Exhausts

Scale: 1/32nd

Product No.: CV32005

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £TBA

Includes: Each stake is individually cast complete with the central seam line and a hollow 'exit'. The set also includes the backing plate for you to correctly space these in the kit.

Subject: Bf 109G Canopy Detail Set

Scale: 1/32nd

Product No.: CV32007

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £2.25

Includes: This set comprises the two handles for sliding the side panels in the canopy open (cast in clear resin), the canopy locking latch, rear bulkhead details and the luggage compartment hatch. Note that this latter item is suitable for late-series G-6s onwards, the kit supplied example being fine for earlier versions.

Subject: Bf 109G 'Erla Haube' Canopy Detail Set

Scale: 1/32nd

Product No.: CV32009

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £3.50

Includes: This set offers the Erla Haube style head armour, canopy latch and two styles of rear bulkhead - one for the G-6 and the other with the battery box for the G-6 with MW50 injection, G-10 and G-14.

Subject: Bf 109G Tropical Filter [Early]

Scale: 1/32nd

Product No.: CV32010

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £1.75

Includes: This is a two-part filter of the early style complete with mounting arms. The filter is depicted with the shutters open and the filter itself is hollow.

Subject: Bf 109G Tropical Filter [Late]

Scale: 1/32nd

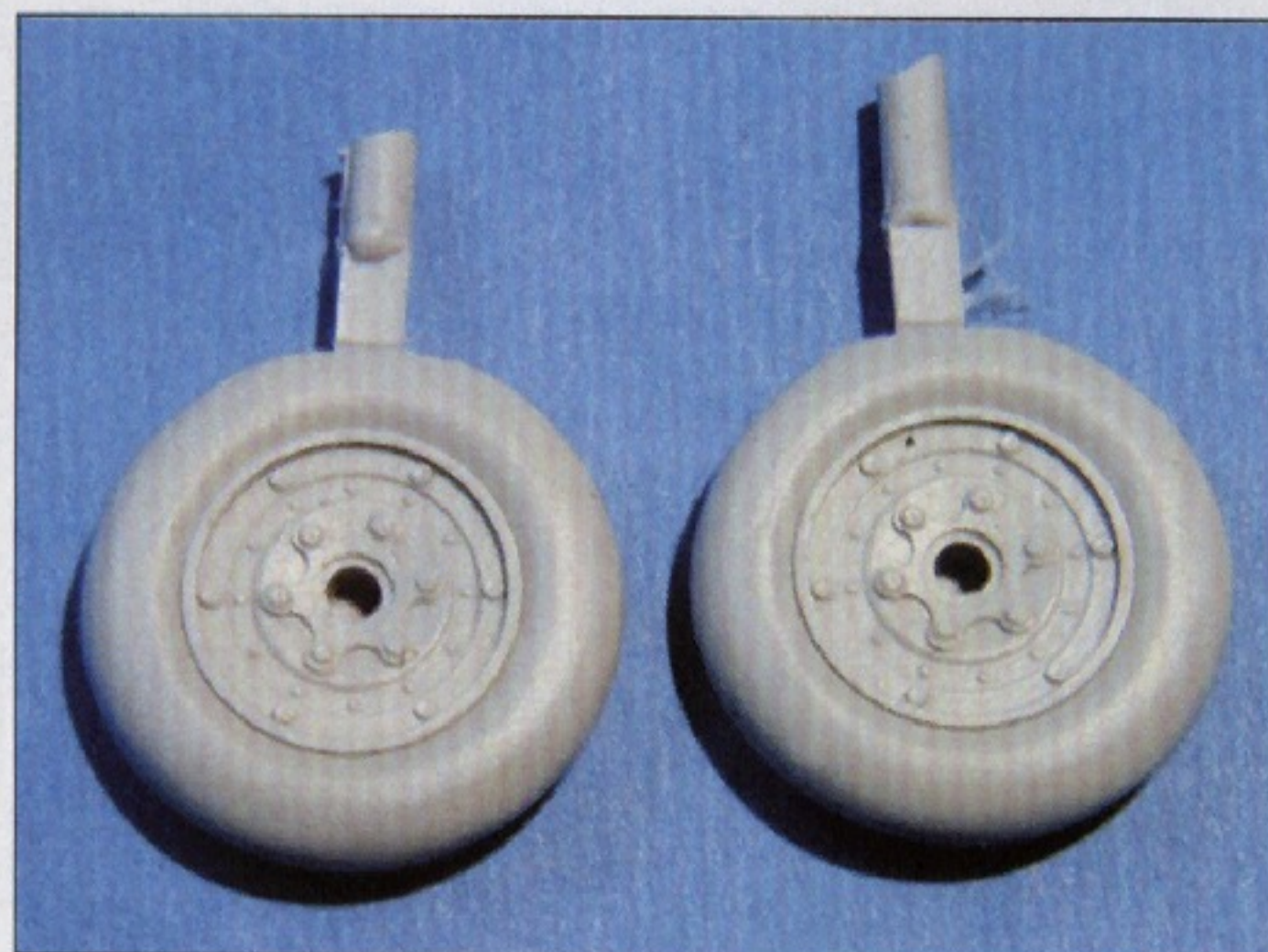
Product No.: CV32011

Type: Detail Set

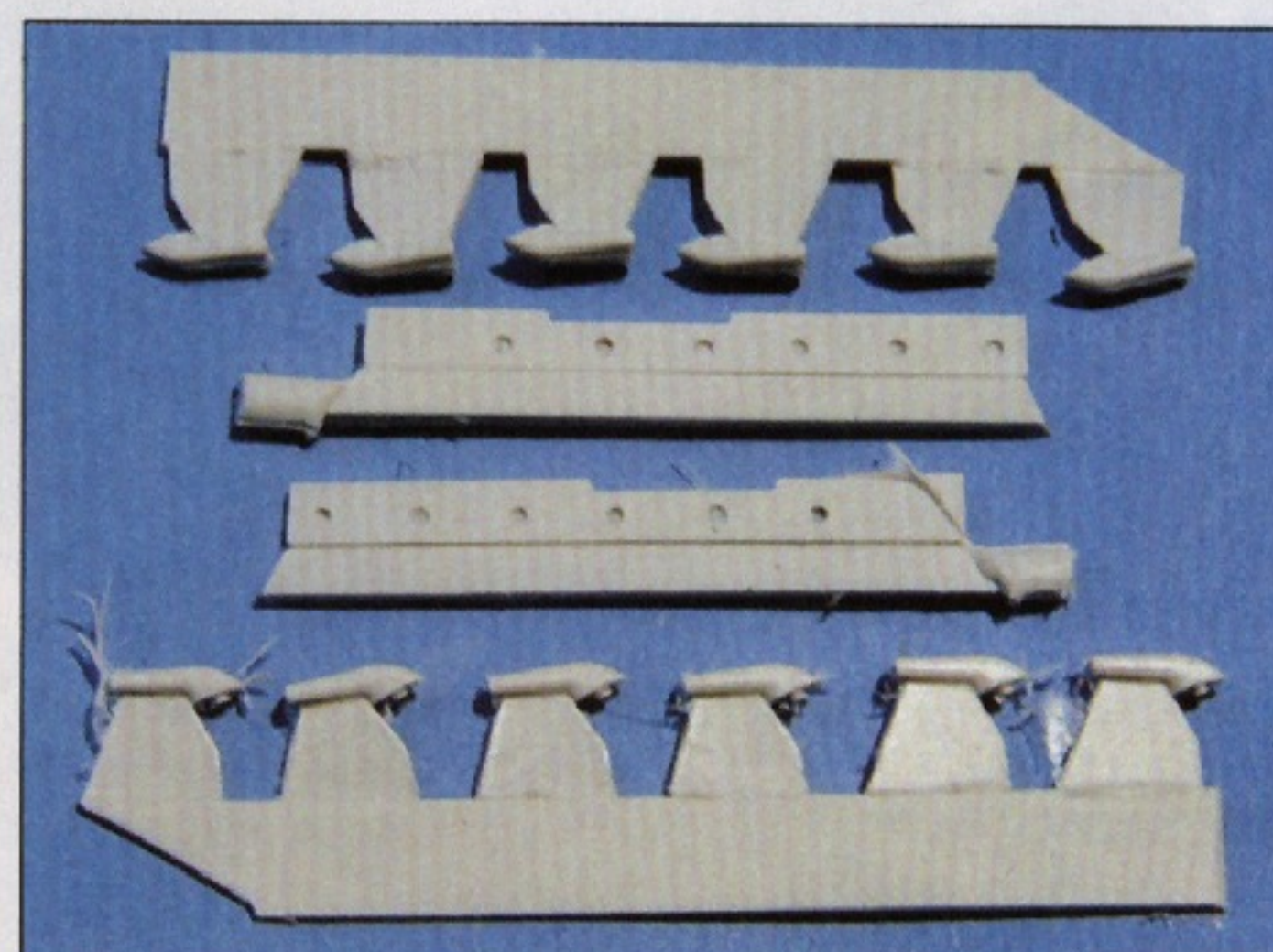
Designed for: Hasegawa or Revell kits

Price: £1.75

Includes: Once again this is a two-part filter but of the later style. It is complete with mounting arms and the shutters are depicted open with the filter itself hollow cast.



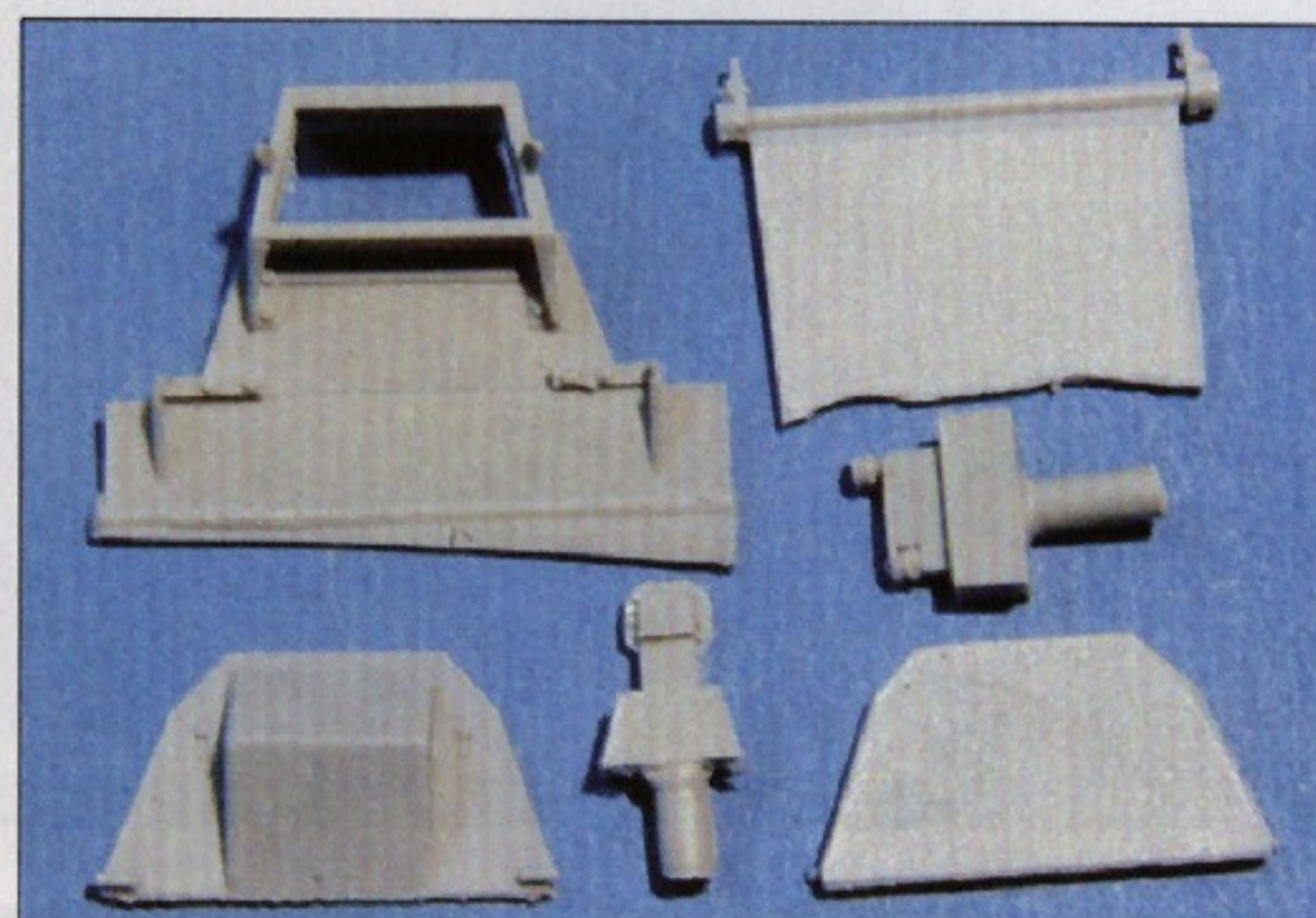
CV32004 Bf 109 Smooth Tyres (Hasegawa or Revell) - Model Design Construction



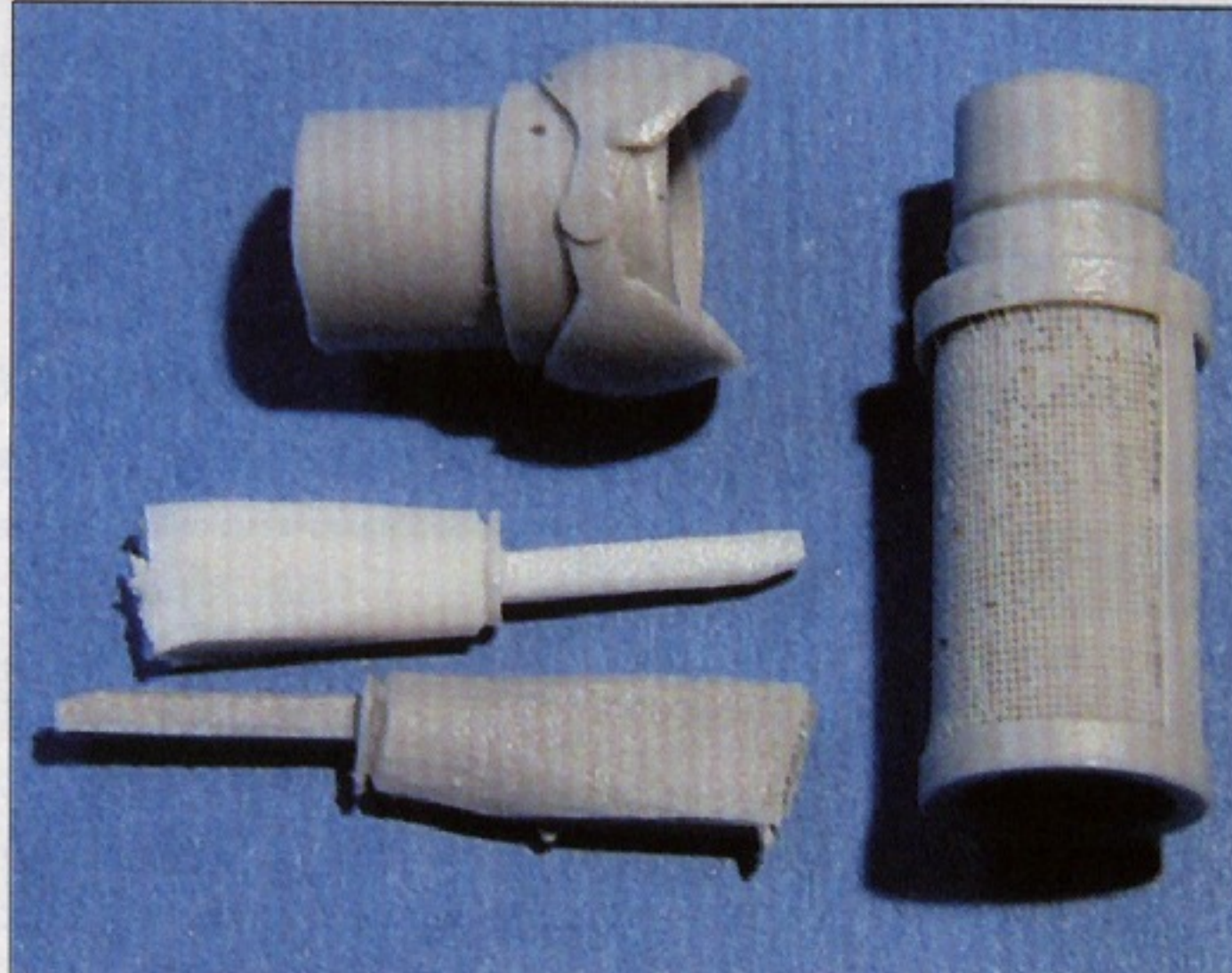
CV32005 Bf 109F-K Exhausts (Hasegawa or Revell) - Model Design Construction



CV32007 Bf 109G Canopy Detail Set (Hasegawa or Revell) - Model Design Construction



CV32009 Bf 109G 'Erla Haube' Canopy Detail Set (Hasegawa or Revell) - Model Design Construction



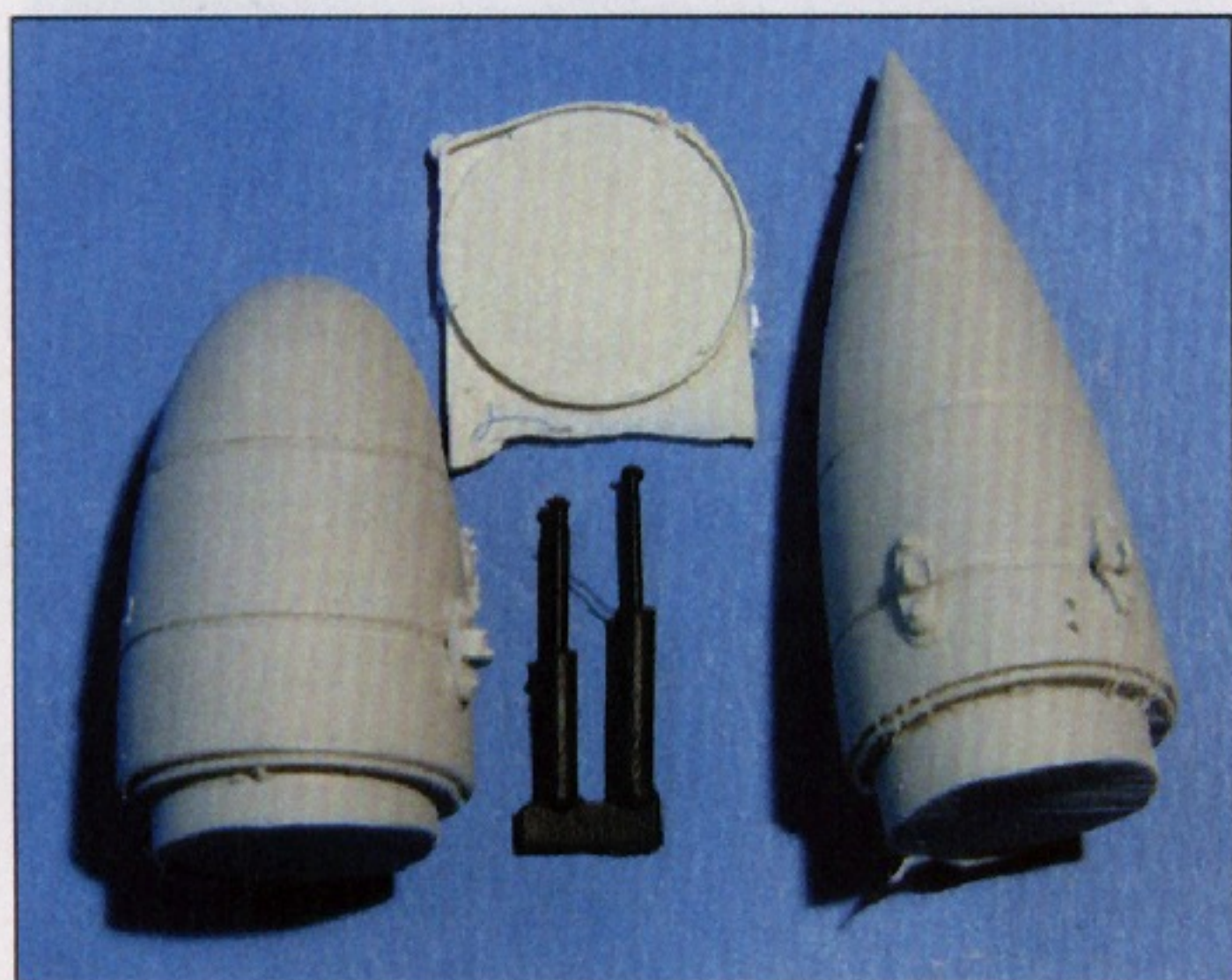
CV32010 Bf 109G Tropical Filter [Early] (Hasegawa or Revell) - Model Design Construction



CV32011 Bf 109G Tropical Filter [Late] (Hasegawa or Revell) - Model Design Construction



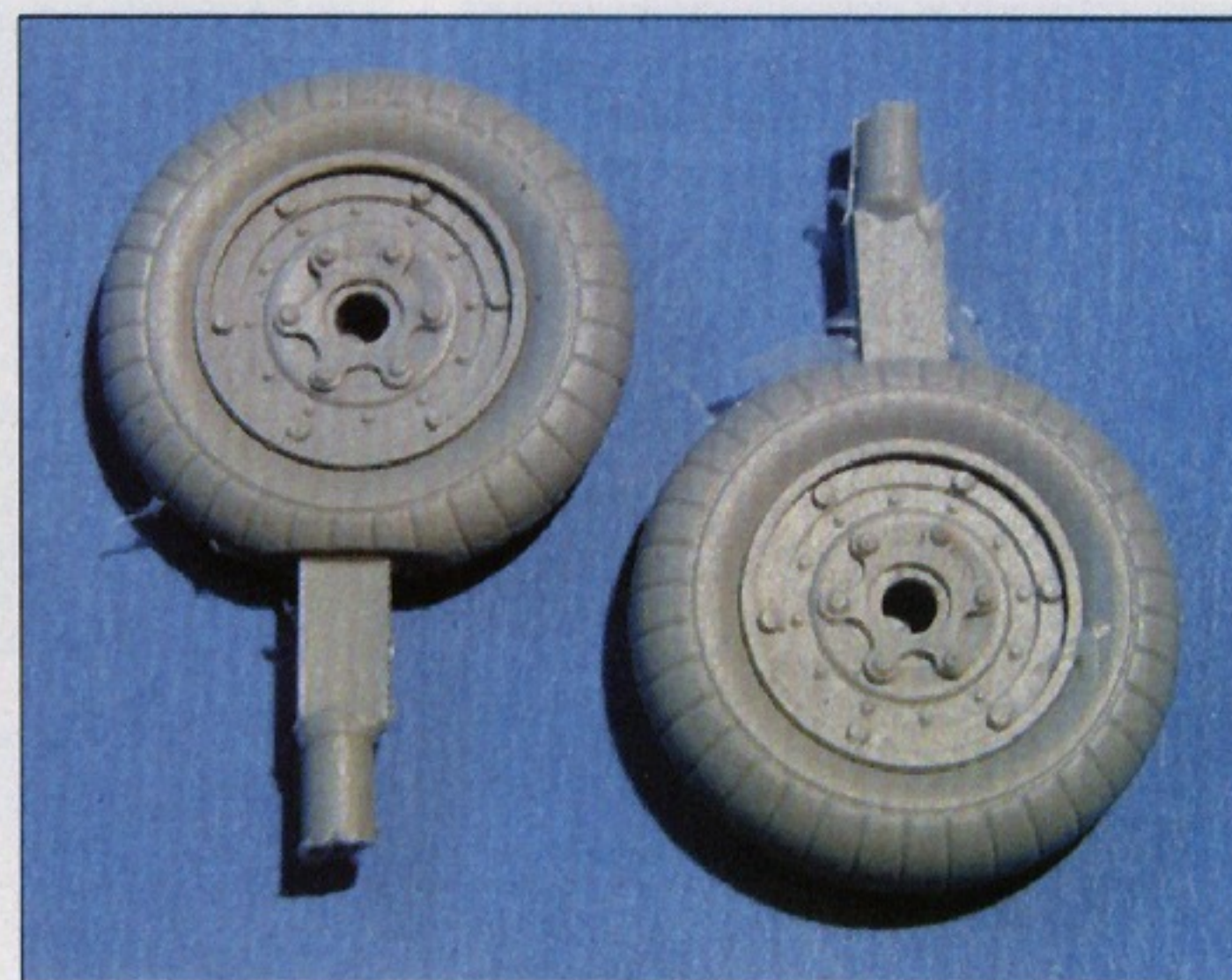
CV32012 Bf 109G ETC Drop Tank Rack (Hasegawa or Revell) - Model Design Construction



CV32013 Bf 109G 300l Drop Tank [Early] (Hasegawa or Revell) - Model Design Construction



CV32014 Bf 109G Corrected Spinner (Hasegawa or Revell) - Model Design Construction



CV32015 Bf 109G Treaded Tyres & Corrected Hub (Hasegawa or Revell) - Model Design Construction

Subject: Bf 109G ETC Drop Tank Rack

Scale: 1/32nd

Product No.: CV32012

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £3.50

Includes: This is a beautifully cast, multi-part ETC rack. It even includes the rack itself as a separate item under the cover, so the depth and realism once fitted will be amazing!

Subject: Bf 109G 300l Drop Tank [Early]

Scale: 1/32nd

Product No.: CV32013

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £3.00

Includes: This is a two-part drop tank with the retaining strap cast separately to hide the resulting joint. The set also includes the fuel lines for this tank in flexible rubber - neat idea!

Subject: Bf 109G Corrected Spinner

Scale: 1/32nd

Product No.: CV32014

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £2.50

Includes: The one area of the Hasegawa kit everyone knows is 'wrong' is the profile of the spinner. This replacement part from MDC overcomes this and the instructions show how the kit supplied propeller blades will need to be modified to fit it.

Subject: Bf 109G Treaded Tyres & Corrected Hub

Scale: 1/32nd

Product No.: CV32015

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £3.50

Includes: These tyres feature threads and flat steel (bolted) hubs of the correct style for the Hasegawa kit.

Subject: Bf 109 MG131 Ejection Chutes

Scale: 1/32nd

Product No.: CV32016

Type: Detail Set

Designed for: Hasegawa or Revell kits

Price: £1.25

Includes: These two parts will allow greater accuracy and better realism when installed in the kit.

Subject: Typhoon Undercarriage Legs

Scale: 1/32nd

Product No.: CV32018

Type: Detail Set

Designed for: Revell kit

Price: £TBA

Includes: Both of these legs are of the correct style and size and have been beautifully cast in brass for strength.

Subject: Typhoon Wheels

Scale: 1/32nd

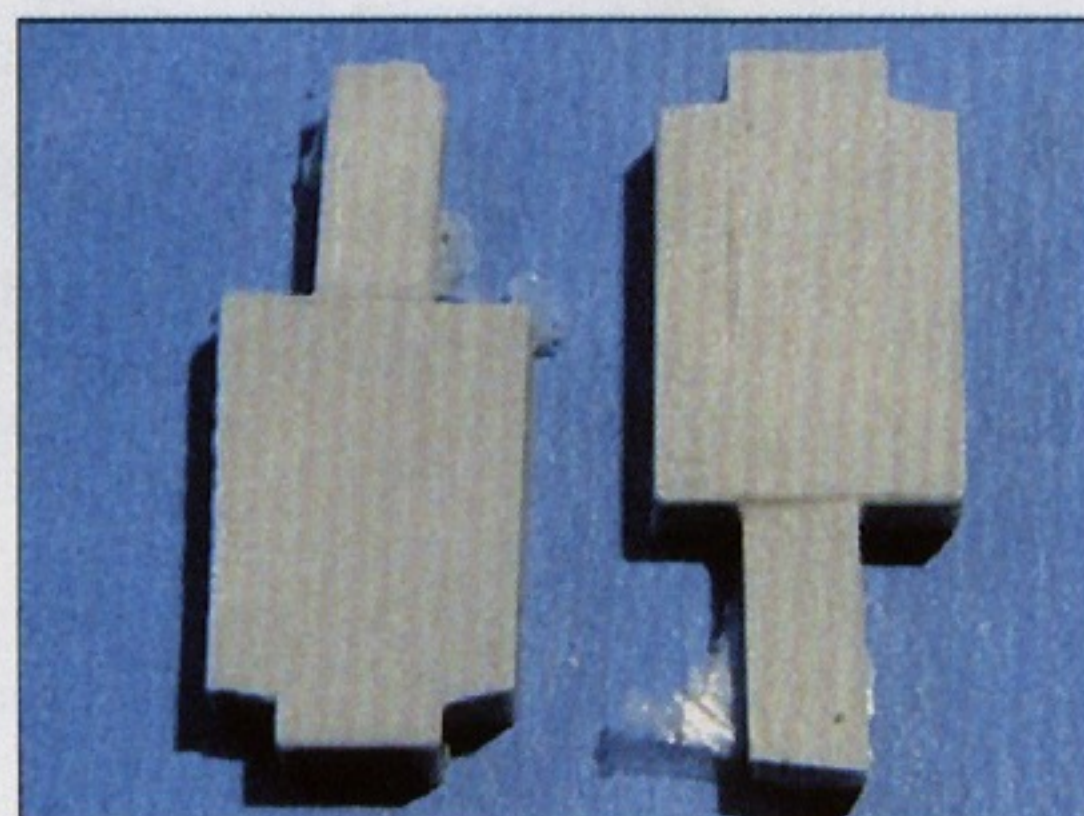
Product No.: CV32019

Type: Detail Set

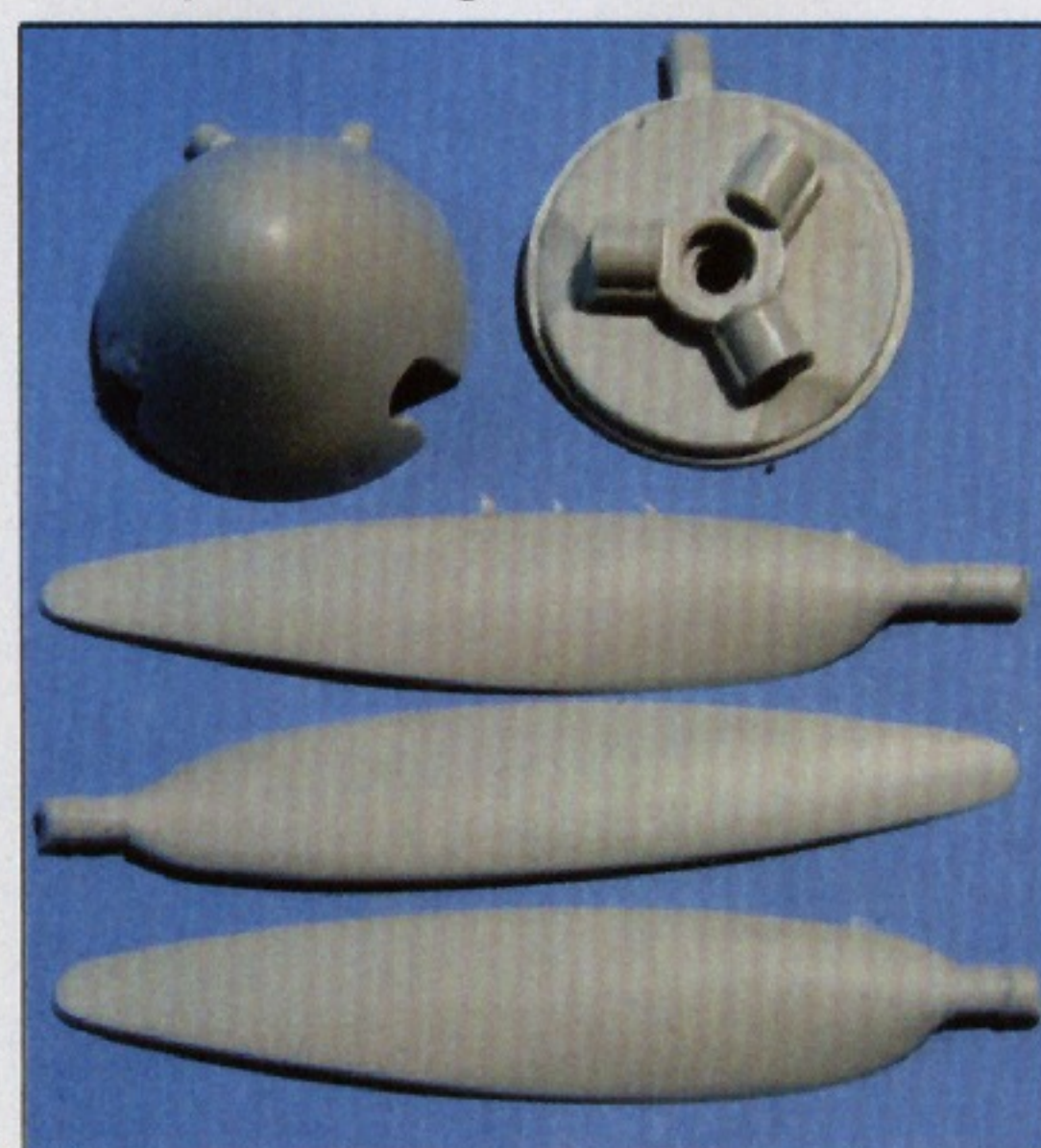
Designed for: Revell kit

Price: £TBA

Includes: These replacement wheels are devoid of tread and are of the correct dimensions with five-hole hubs.



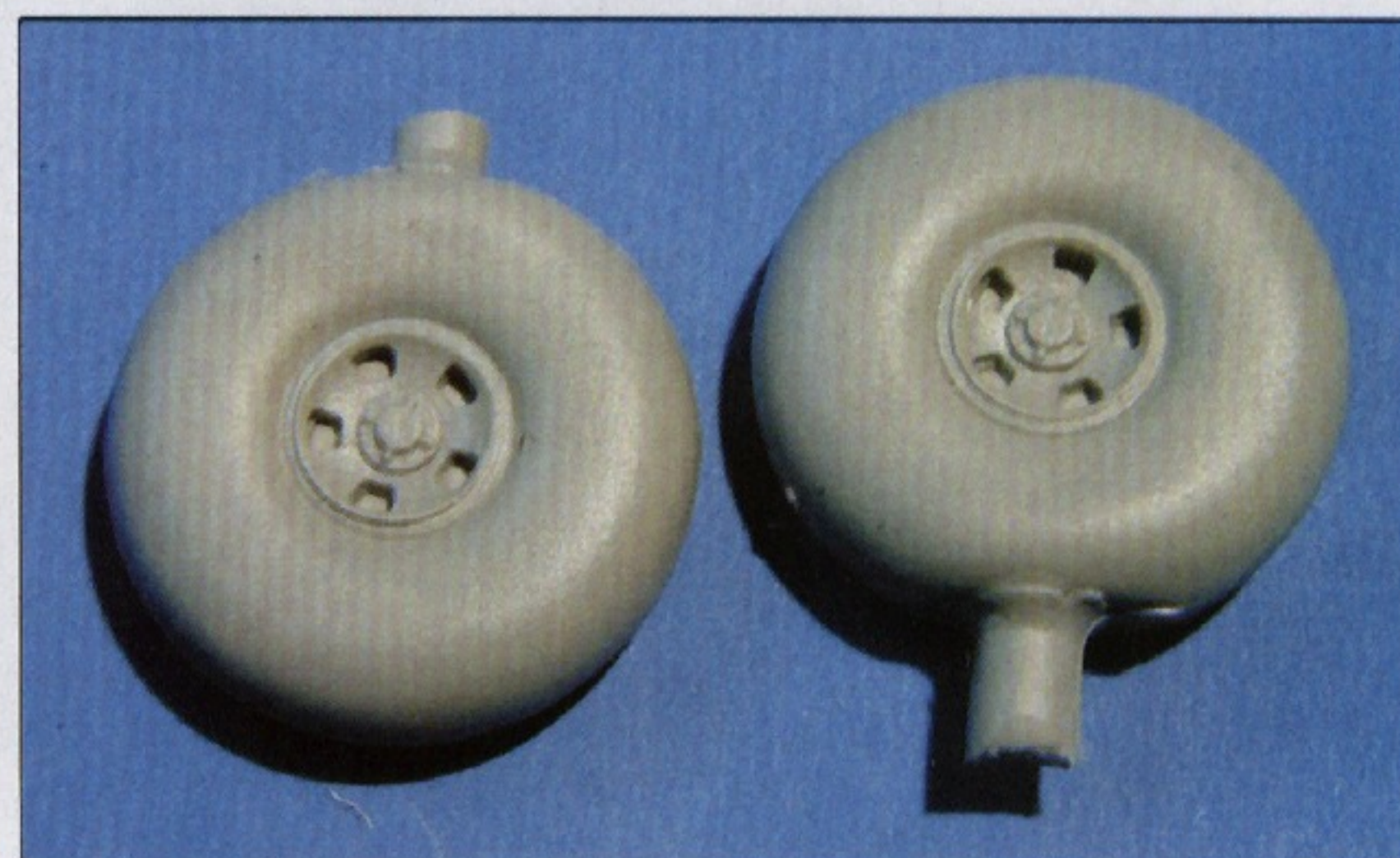
CV32016 Bf 109 MG131 Ejection Chutes (Hasegawa or Revell) - Model Design Construction



CV32020 Typhoon Propeller & Spinner (Revell) - Model Design Construction



CV32018 Typhoon Undercarriage Legs (Revell) - Model Design Construction



CV32019 Typhoon Wheels (Revell) - Model Design Construction



CV32022 British 3in Rockets [AP] - Model Design Construction

Subject: Typhoon Propeller & Spinner

Scale: 1/32nd

Product No.: CV32020

Type: Detail Set

Designed for: Revell kit

Price: £TBA

Includes: This multi-part propeller is of the correct size and style and is a direct replacement for that in the kit.

Subject: British 3in Rockets (AP)

Scale: 1/32nd

Product No.: CV32022

Type: Detail Set

Designed for: See text

Price: £TBA

Includes: This resin and etched brass set depicts the standard 3in RP and in this set they are fitted with 25lb Armour Piercing heads. The etched parts are for the square finlets and the set includes Mk I rails and even the 'pigtails' for each rocket in rubber!

Subject: British 3in Rockets (60lb)

Scale: 1/32nd

Product No.: CV32023

Type: Detail Set

Designed for: See text

Price: £TBA

Includes: This resin and etched brass set depicts the standard 3in RP and in this set they are fitted with the 'standard' 60lb heads. Once again the etched parts are for the square finlets and the set includes Mk I rails and even the 'pigtails' for each rocket in rubber! Take a look at the nose cones on the 60lb head - they even have the notches in them for the armourer's spanner, lovely!

Subject: Typhoon Exhausts

Scale: 1/32nd

Product No.: CV32024

Type: Detail Set

Designed for: Revell kit

Price: £TBA

Includes: These separate exhaust stacks have to be seen to be believed. They correctly depict the twin-inlet style of the original as well as the length-wise AND forward edge weld seams. The set also includes the backing plate so they can be correctly located/spaced on the kit.

Subject: Daimler-Benz DB605A, B, AM Engine

Scale: 1/32nd

Product No.: CV32025

Type: Detail Set

Designed for: N/A

Price: £15.00

Includes: many of you may already have seen the advertisement for this item, so you know what we are talking about here. However unless you have seen the kit in the flesh, you have not experienced the full "oooh, aaaah" potential of this amazing engine.

The bulk of this unit is beautifully cast in resin. Smaller detail parts are supplied in etched brass, but the set also contains rubber fuel, oil and ignition lines and even decals for the stencils!

Conclusion

MDC produce some of the best accessories around today. They are a whole package, quality of detail coupled with quality of production, a

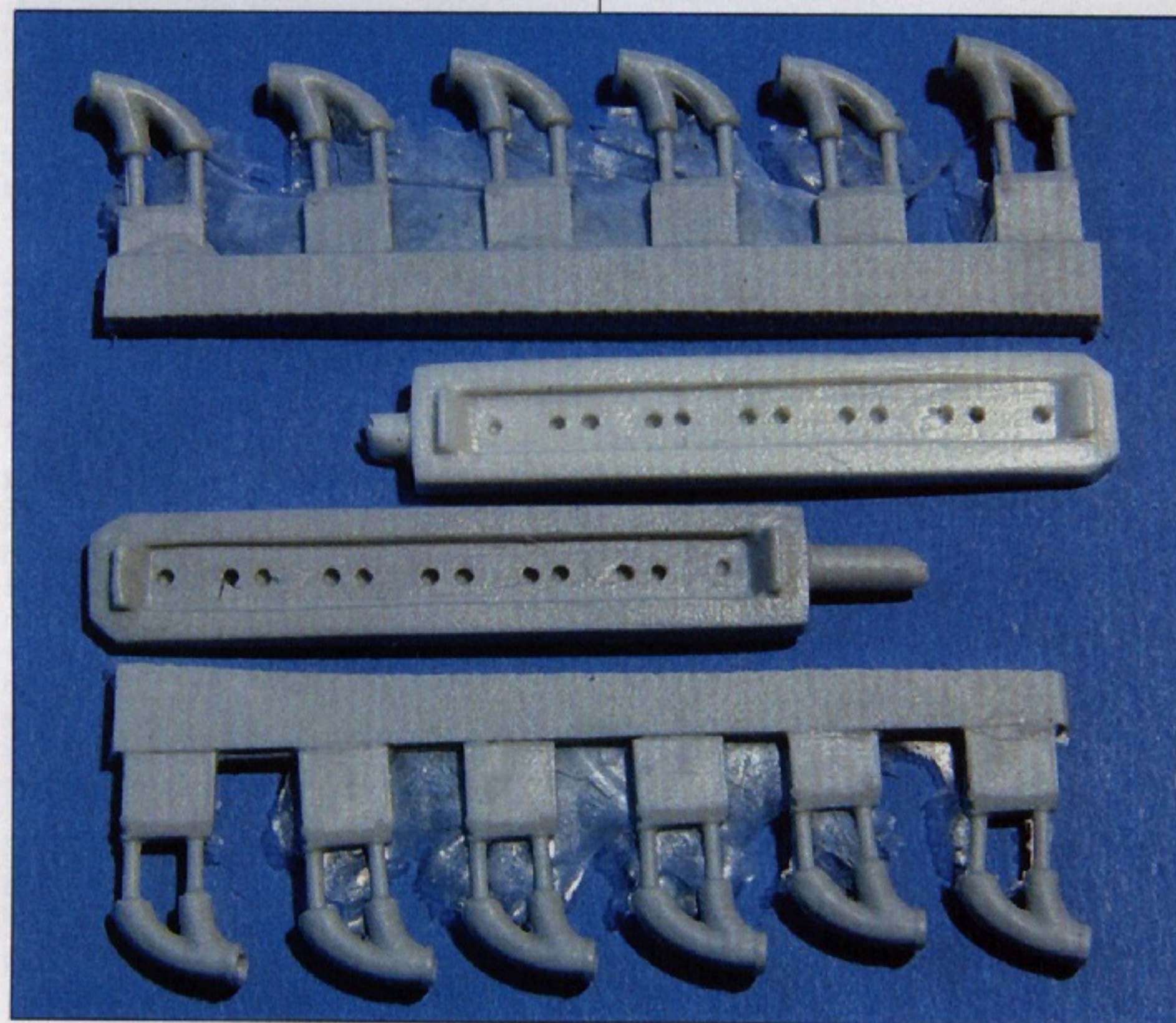


CV32023 British 3in Rockets [60lb] - Model Design Construction

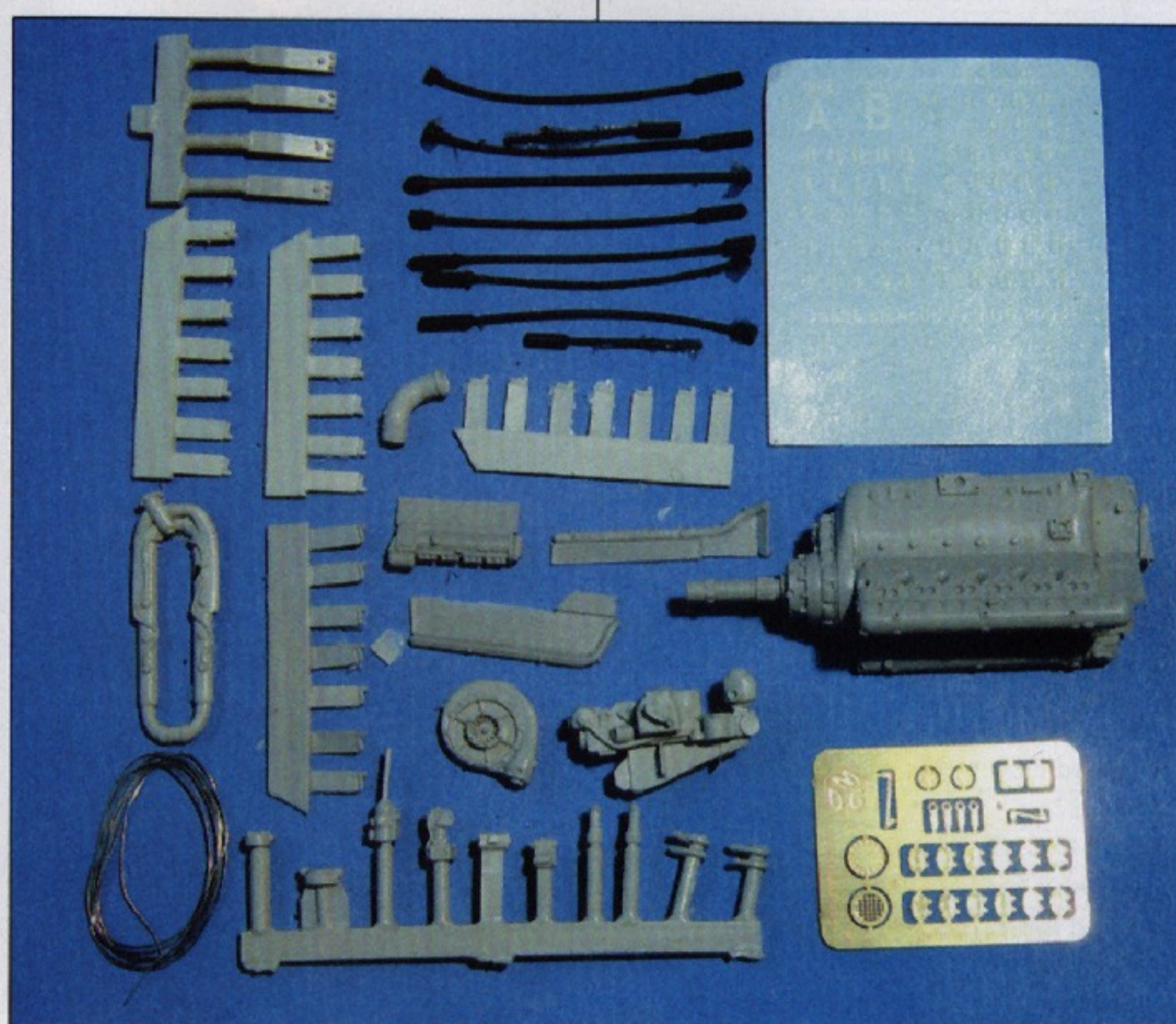
combination you don't always see! These new products from them are to the highest standard and can be most highly recommended to all. You really only need the skills to complete them well enough as the items themselves are just that good.

All I need now is a cockpit, wheel well and armament set for the Tiffie and I will not come out of the modelling room for about six months!

My thanks to MDC for the review samples.



CV32024 Typhoon Exhausts (Revell) - Model Design Construction



CV32025 Daimler-benz DB605A, B, AM Engine - Model Design Construction

FM Detail Sets

Many of you will have come across or heard of this range of detail sets from Hungary, well a couple of the more recent examples have been passed to us for review by their US distributor, Pacific Coast Models

1/48th Scale

Subject: Kawanishi NIK2-J Shinden Kai Cockpit Set

Scale: 1/48th

Product No.: 480111

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

Includes: The main resin parts in this set comprise a cockpit floor and bulkheads, sidewalls, instrument panel, control column, rudder pedal bar and gunsight. Included, but not listed or shown on the instructions, are two sets of oxygen bottles. Going by most Japanese fighters

of the period, these should be behind the rear cockpit bulkhead on the port side of the inside of the fuselage?

The etched fret offers the facia for the instrument panel with acetate backing film, various control levers, seat belts, rudder pedals and details for the gunsight and canopy.

Subject: Macchi C.205 'Veltro' Cockpit Set

Scale: 1/48th

Product No.: 480112

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

Includes: Cockpit floor, sidewalls, instrument panel, control column, rudder pedal bar and seat in resin. The etched fret offers the facia for the instrument panel with acetate backing film, various control levers, trim wheel, seat belts, rudder pedals, head armour and rearview mirror.



480111 Kawanishi NIK2-J Shinden Kai Cockpit Set (Hasegawa) - FM Detail Sets



480113 MiG-29UB Cockpit Set (Academy) - FM Detail Sets

Subject: MiG-29UB Cockpit Set

Scale: 1/48th

Product No.: 480113

Type: Detail Set

Designed for: Academy kit

Price: £TBA

Includes: Cockpit 'tubs', ejection seats, instrument panel, mid-cockpit bulkhead/instrument panel, sidewalls and canopy sills all in resin. The etched fret offers seat belts, instrument panel facia with acetate backing film, canopy framework, HUD and canopy sills.

Subject: F-16C Block 30/50 Cockpit Set

Scale: 1/48th

Product No.: 480201

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

Includes: Cockpit 'tub', ejection seat, sidewalls, instrument panel and coaming and rear bulkhead in resin. The etched fret offers the seat belts, instrument panel facia with acetate backing film, rudder pedals, HUD and canopy sills and locks.

Conclusion

Each set is well cast and the inclusion of the etched parts completes the package. The accompanying instructions are concise and only fail insofar as the painting chart. This only identifies the colours by basic names (e.g. 'grey') and the shades used are so similar as to make identifying each colour very difficult. Overall though these sets can be highly recommended to all experienced modeller.

Our thanks to FM and Pacific Coast Models for the review samples. See their advertisement in the April 2003 edition (Vol.9 iss.3 Page 315) for details of their worldwide stockists.



480112 Macchi C.205 'Veltro' Cockpit Set (Hasegawa) - FM Detail Sets



480201 F-16C Block 30/50 Cockpit Set (Hasegawa) - FM Detail Sets

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Scale Model Accessories

It has been ages since we last reviewed any products from this manufacturer, so this new batch of products sent directly to us by them is most welcome.

1/72nd Scale

Subject: Me 262 Figure Set

Scale: 1/72nd

Product No.: SSPAR 001

Type: Accessory

Designed for: N/A

Price: £5.00

Includes: This white-metal set comprises the Kettenkraftrad driver, pilot seated in the aircraft and two groundcrew men. The set also offers engine intakes and exhaust covers, tow hook and tow bar for the Kettenkraftrad.

Subject: German Pushing Set #1

Scale: 1/72nd

Product No.: SSPAR 002

Type: Accessory

Designed for: N/A

Price: £6.00

Includes: This white-metal set consists of six crewmen pushing and one standing. Each is cast with the arms separate.

Subject: German Pushing Set #2

Scale: 1/72nd

Product No.: SSPAR 003

Type: Accessory

Designed for: N/A

Price: £5.00

Includes: This white-metal set of figures includes one figure posed pushing the tailwheel tow bar, two pushing on a wing or tailplane and two pushing on the fuselage. The set also includes the tailwheel tow bar.

Subject: German Pilot Set

Scale: 1/72nd

Product No.: SSPAR 004

Type: Accessory

Designed for: N/A

Price: £5.00

Includes: In this set you get one Luftwaffe driver and four pilot figures, one of which is posed seated and the other three are all standing. Two of the figures have one arm cast separately.

Subject: Wooden & Hydraulic Chocks Set

Scale: 1/72nd

Product No.: SSPAR 005

Type: Accessory

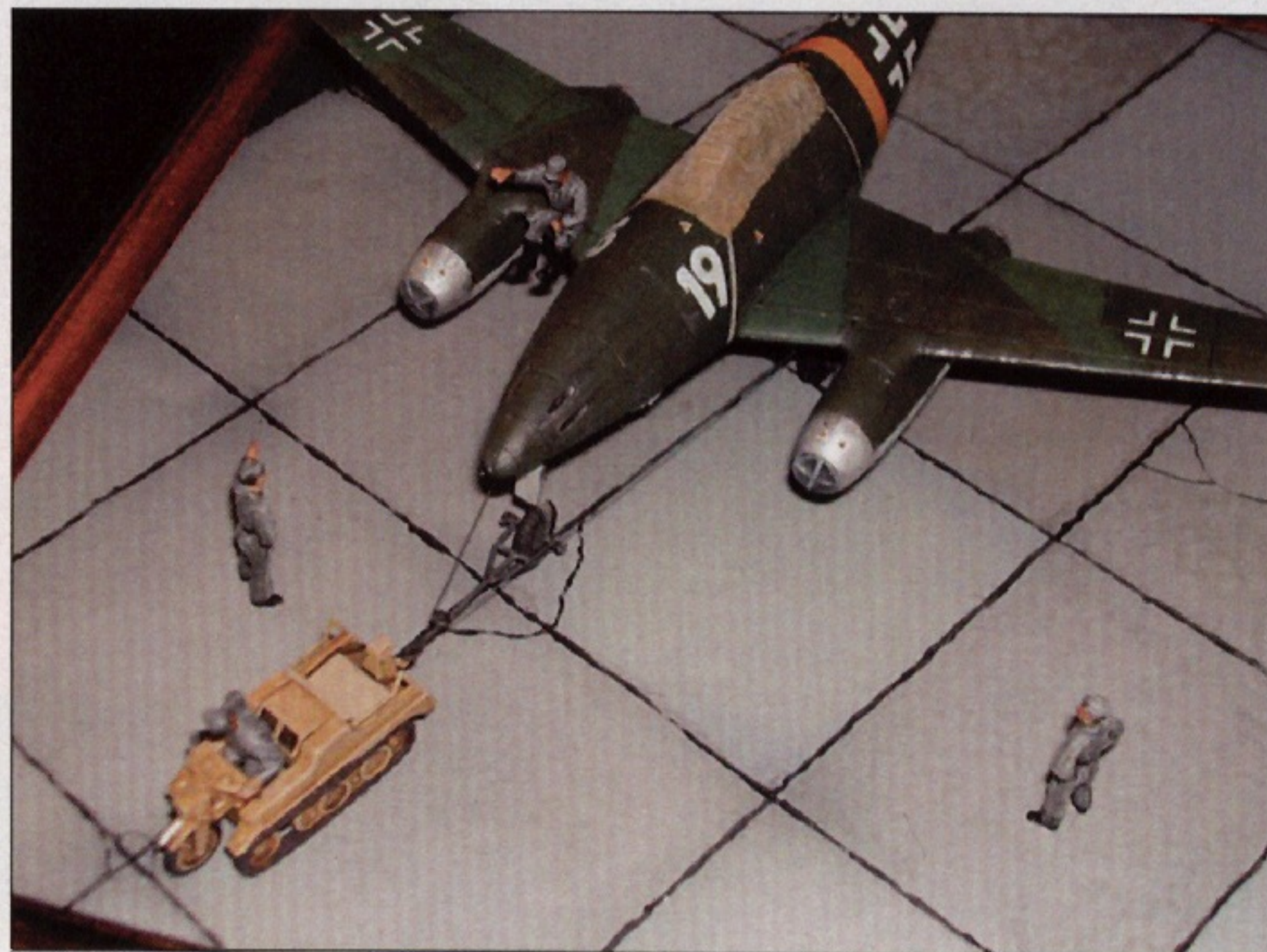
Designed for: N/A

Price: £4.50

Includes: In this set there are three sets of hydraulic aircraft chocks and two sets of wooden 'block' chocks. The former are cast in two separate parts, while the latter are cast as one piece.

Conclusion

SMA's products have always been good, and these new sets are no exception. Each figure is well cast with good proportions and facial details and there is little or no sign of



SSPAR 001 Me 262 Figure Set - Scale Model Accessories

flash. The instructions are very sparse, but most of the items really need no explanation (would have been nice to have some indication of what bits go where on the wheel

chocks though?).

Our thanks to Scale Model Accessories for the review samples.



SSPAR 002 German Pushing Set #1 - Scale Model Accessories



SSPAR 003 German Pushing Set #2 - Scale Model Accessories



SSPAR 004 German Pilot Set - Scale Model Accessories



SSPAR 005 Wooden & Hydraulic Chocks Set - Scale Model Accessories

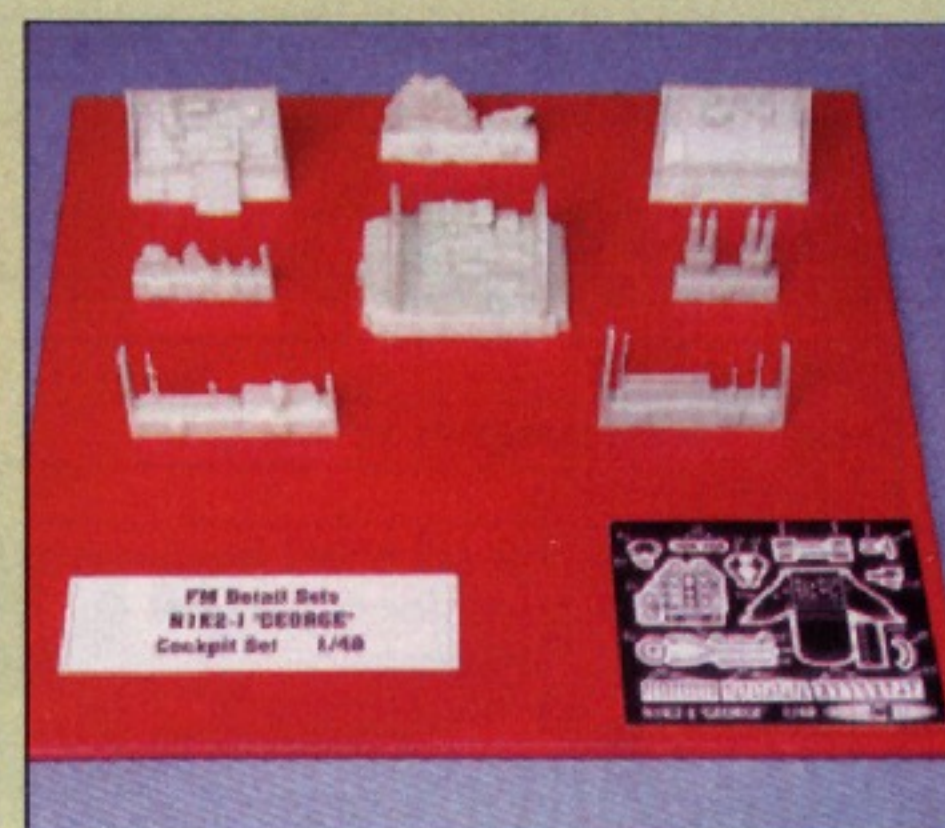
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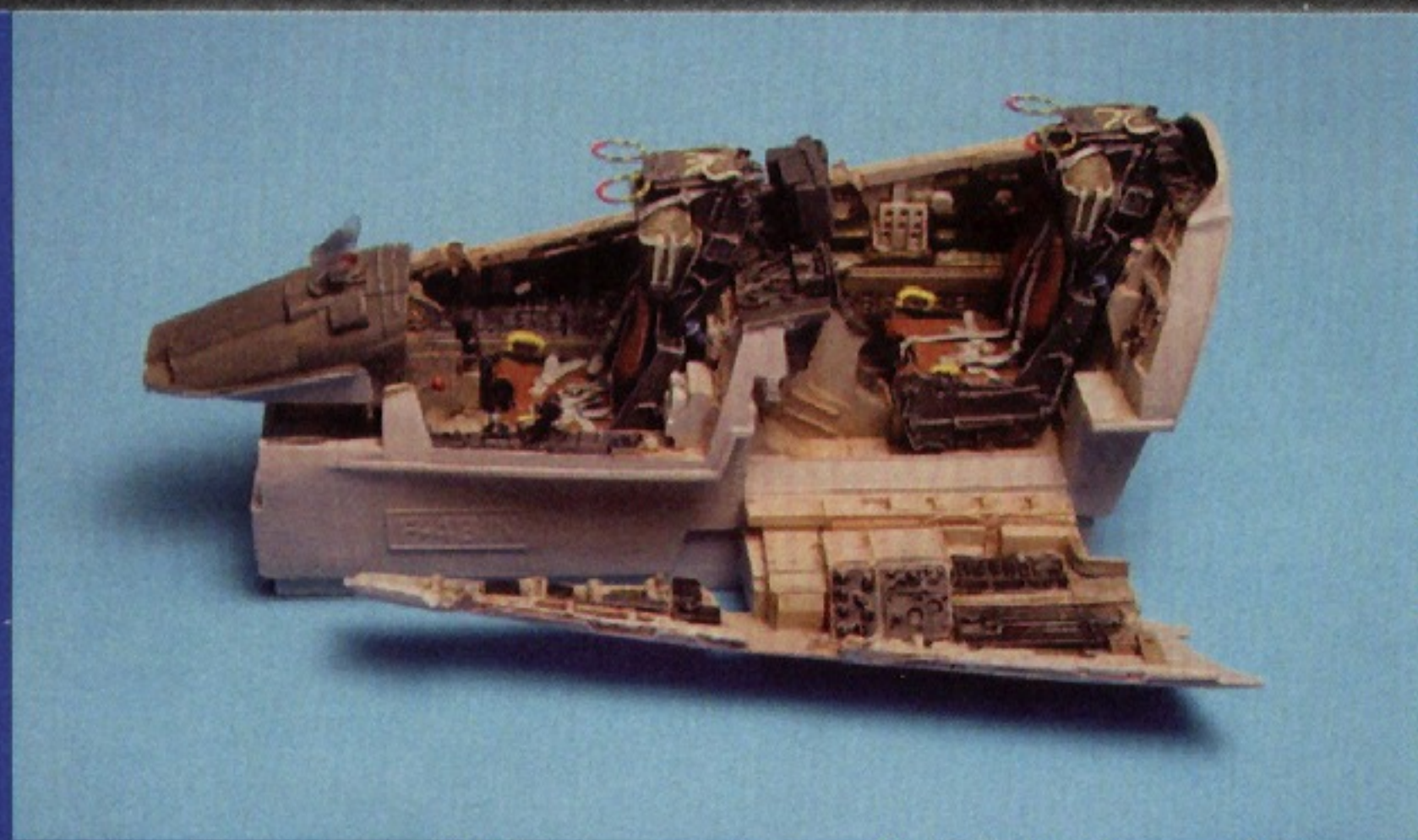
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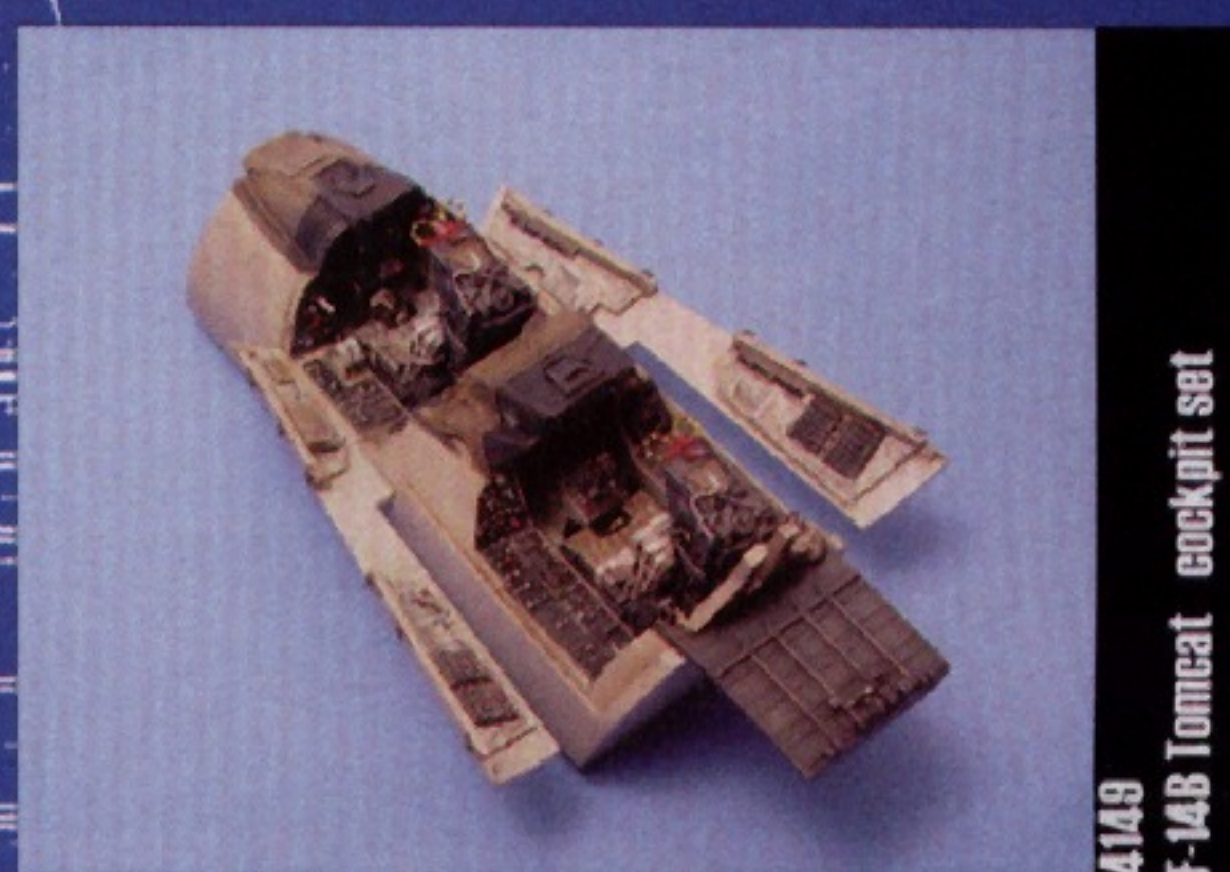
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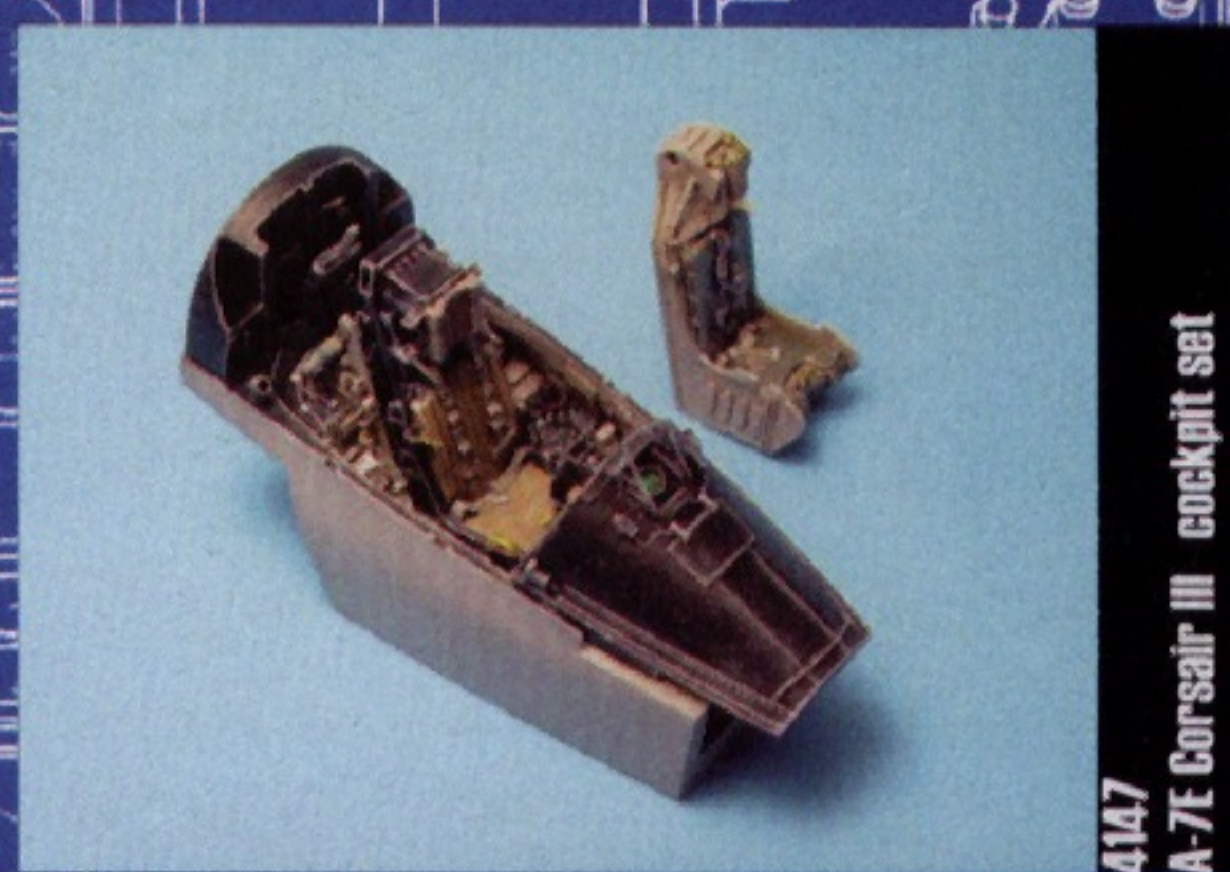
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Eduard M.A.

It has been a while since we have reviewed anything from Eduard, so we were pleased to receive these items for review directly from them.

1/72nd Scale

Subject: F-14 Tomcat F.O.D.

Scale: 1/72nd

Product No.: 72 410

Type: Detail Set

Designed for: Hasegawa kit

Price: £5.60

Includes: This simple set offers four complete FOD guards for the intakes on the Grumman F-14 Tomcat.

Subject: F-4 Phantom F.O.D.

Scale: 1/72nd

Product No.: 72 411

Type: Detail Set

Designed for: Hasegawa kit

Price: £5.60

Includes: This simple set offers four complete FOD guards for the intakes on the McDD F-4 Phantom.

1/48th Scale

Subject: MiG-15bis

Scale: 1/48th

Product No.: 48 417

Type: Detail Set

Designed for: Trumpeter kit

Price: £11.65

Includes: Ejection seat rail details, seat belts and seat pan side panels, ejection seat firing handles, sidewalls details, canopy sills, instrument panel with printed paper or acetate backing films, nose wheel door details, cannon pack and bay details, nose access panel clips, main wheel well details, undercarriage door details, wheel hubs, brake lines, tie-down eyelets, air brake

details, engine screen, flare dispenser, canopy decking and the two antennae for the fuselage spine.

Subject: MiG-15 Landing Flaps

Scale: 1/48th

Product No.: 48 420

Type: Detail Set

Designed for: Trumpeter kit

Price: £9.30

Includes: This set offers a full set of flaps, with inserts, and all the ribs are separate components.

Subject: Gloster Gladiator Mk I

Scale: 1/48th

Product No.: 48 428

Type: Detail Set

Designed for: Roden kit

Price: £10.75

Includes: Cockpit sidewall details (trim wheel, throttle etc), compass and mount, map case, rudder pedal straps and adjuster, machine gun details and barrels, rear bulkhead, pilot's seat and straps, throttle quadrant, instrument panel facia with printed paper or acetate backing, pilot's access door, carburettor intake shutters, engine and cowling details, windscreen de-icer pipe, radiator, ring and bead sight, various access and inspection panels and the tall rearview mirror fitted to some Gladiators (check your references!)

Subject: Lockheed F-104C/J Starfighter

Scale: 1/48th

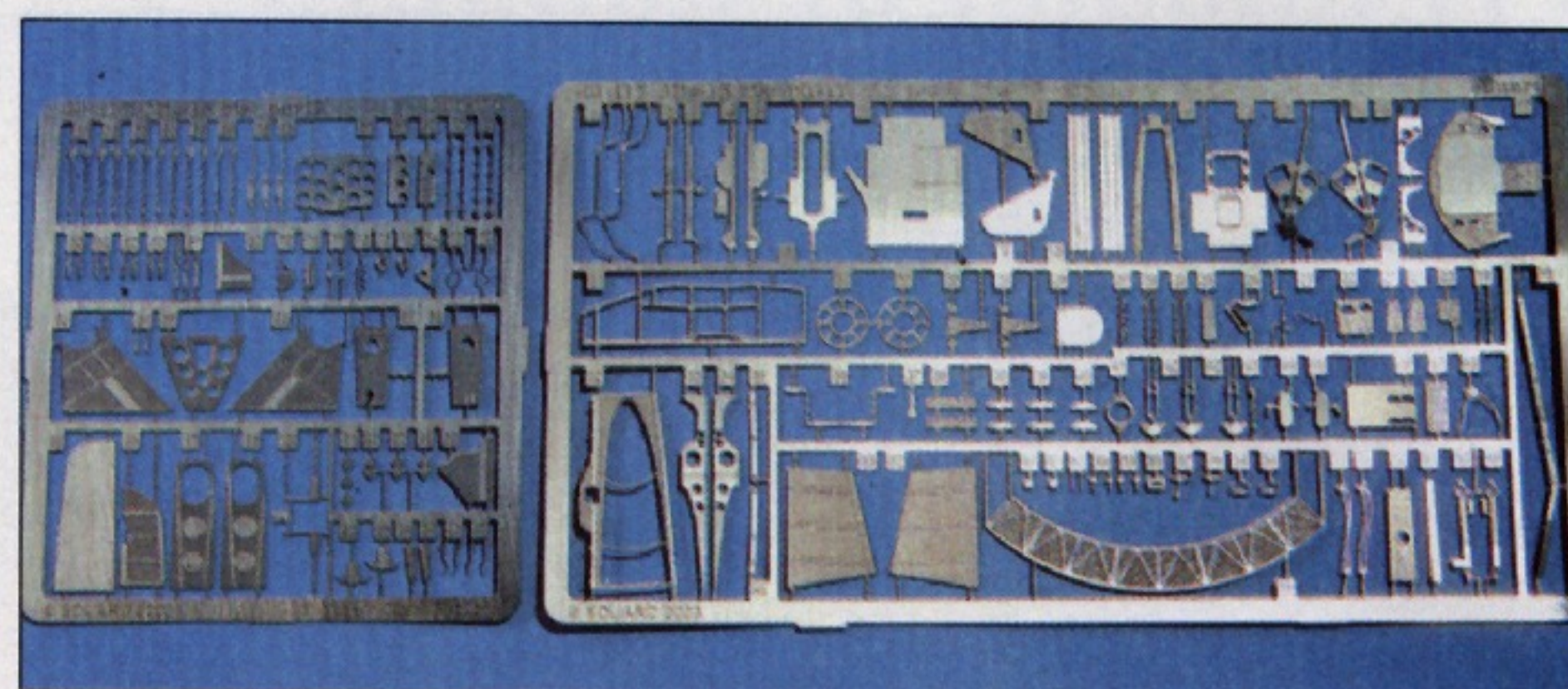
Product No.: 49 222

Type: Detail Set

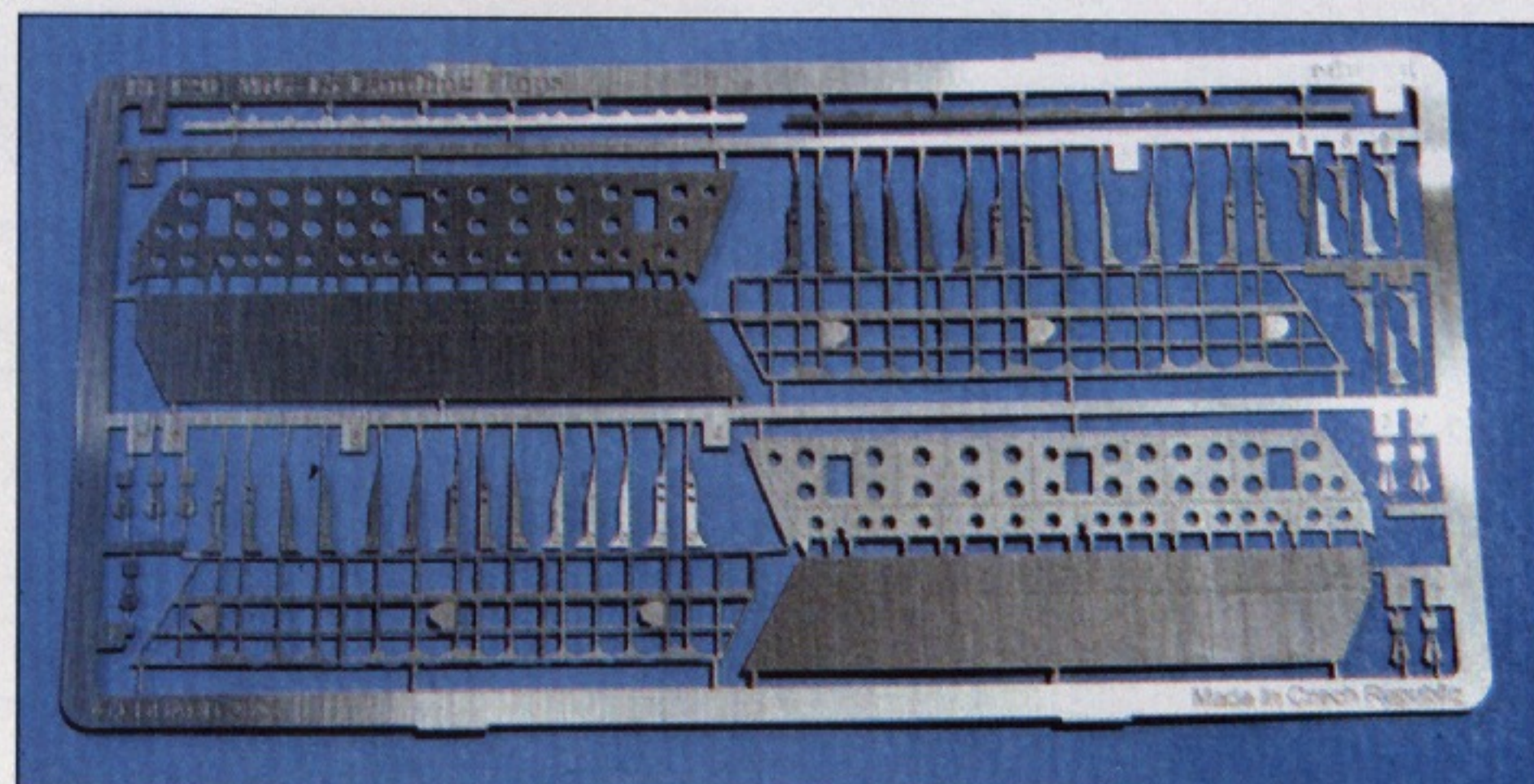
Designed for: Hasegawa kit

Price: £11.65

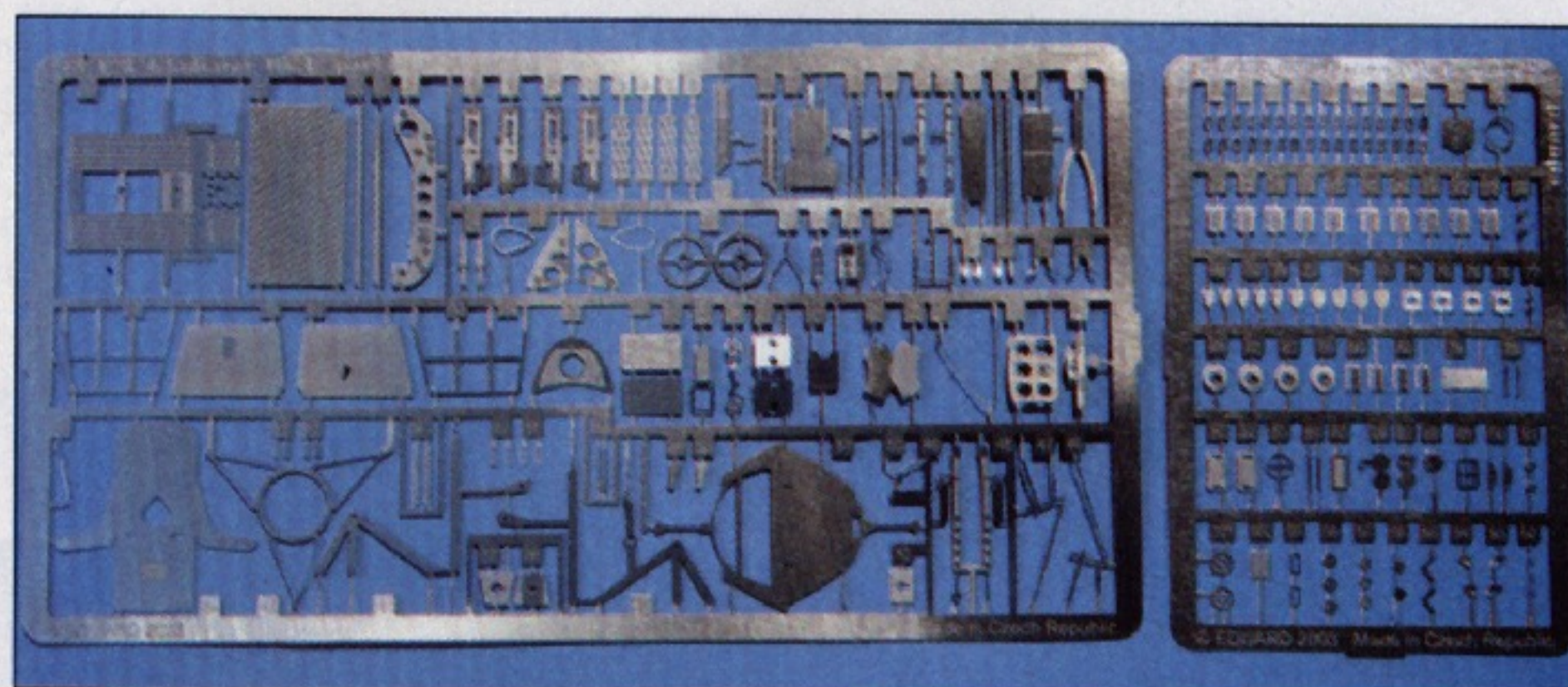
Includes: This set is in the 'Color Etch' series and actually combines the pre-painted fret from set FE222 (see later) and an unpainted fret. The larger unpainted fret offers canopy sills



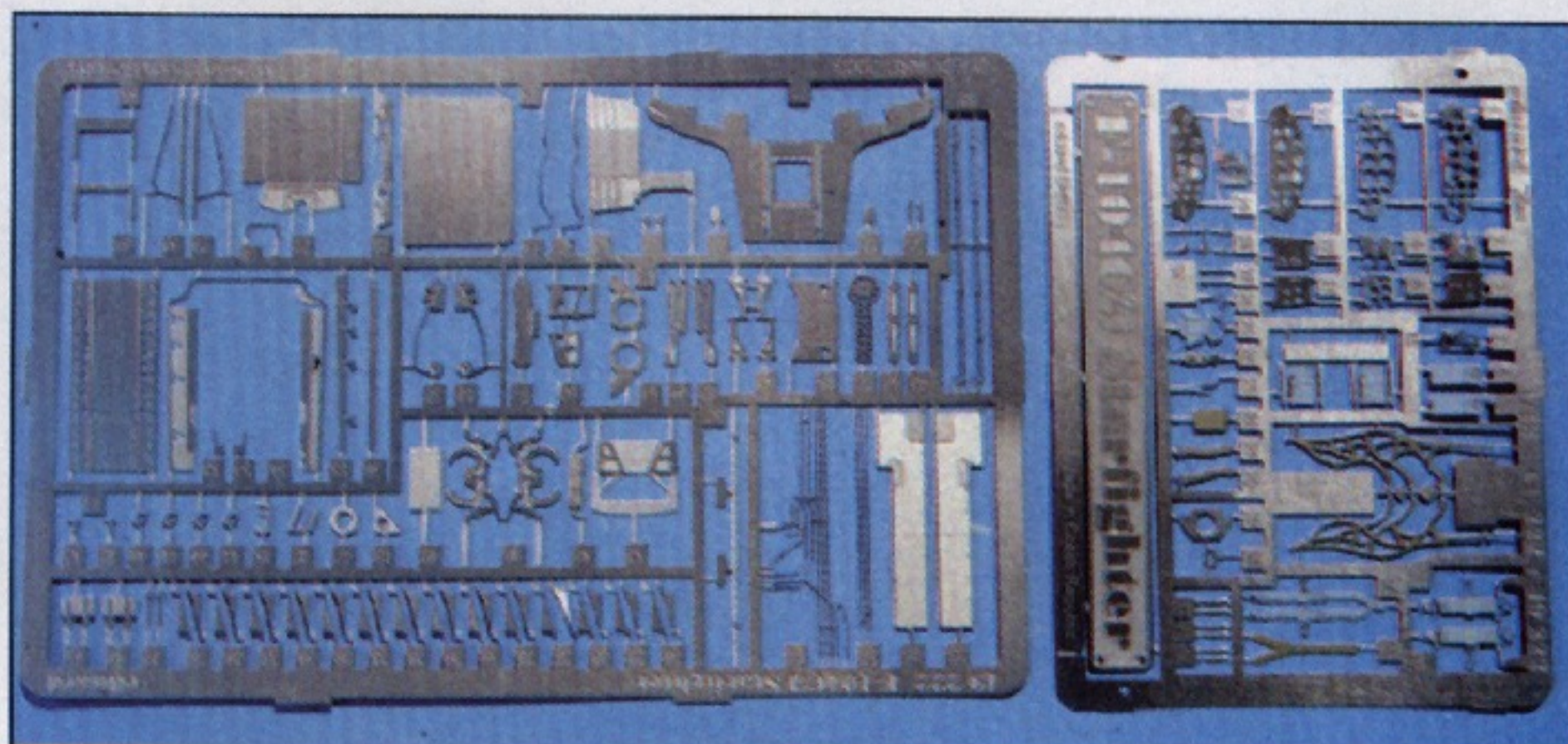
48 417 MiG-15bis (Trumpeter) - Eduard



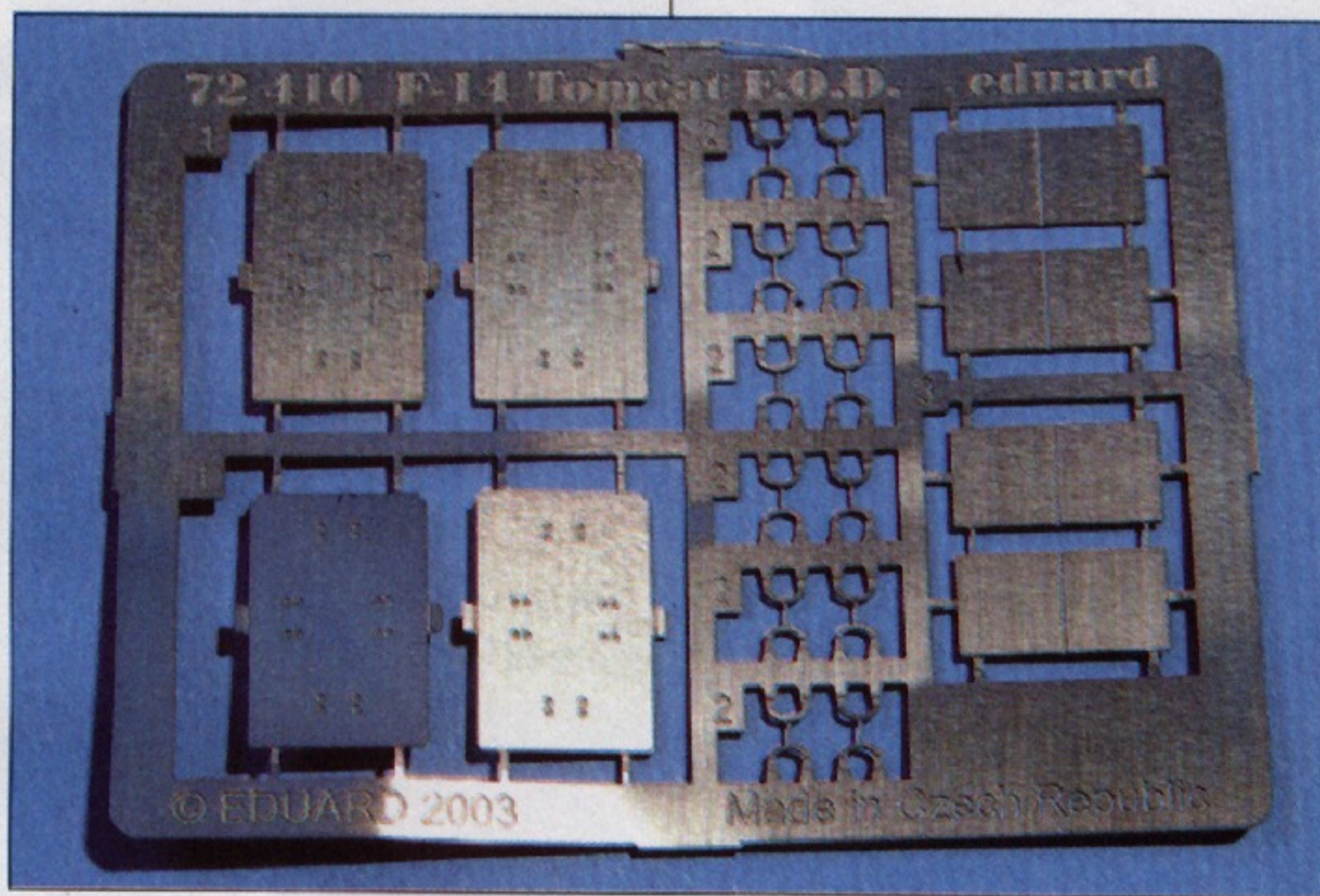
48 420 MiG-15 Landing Flaps (Trumpeter) - Eduard



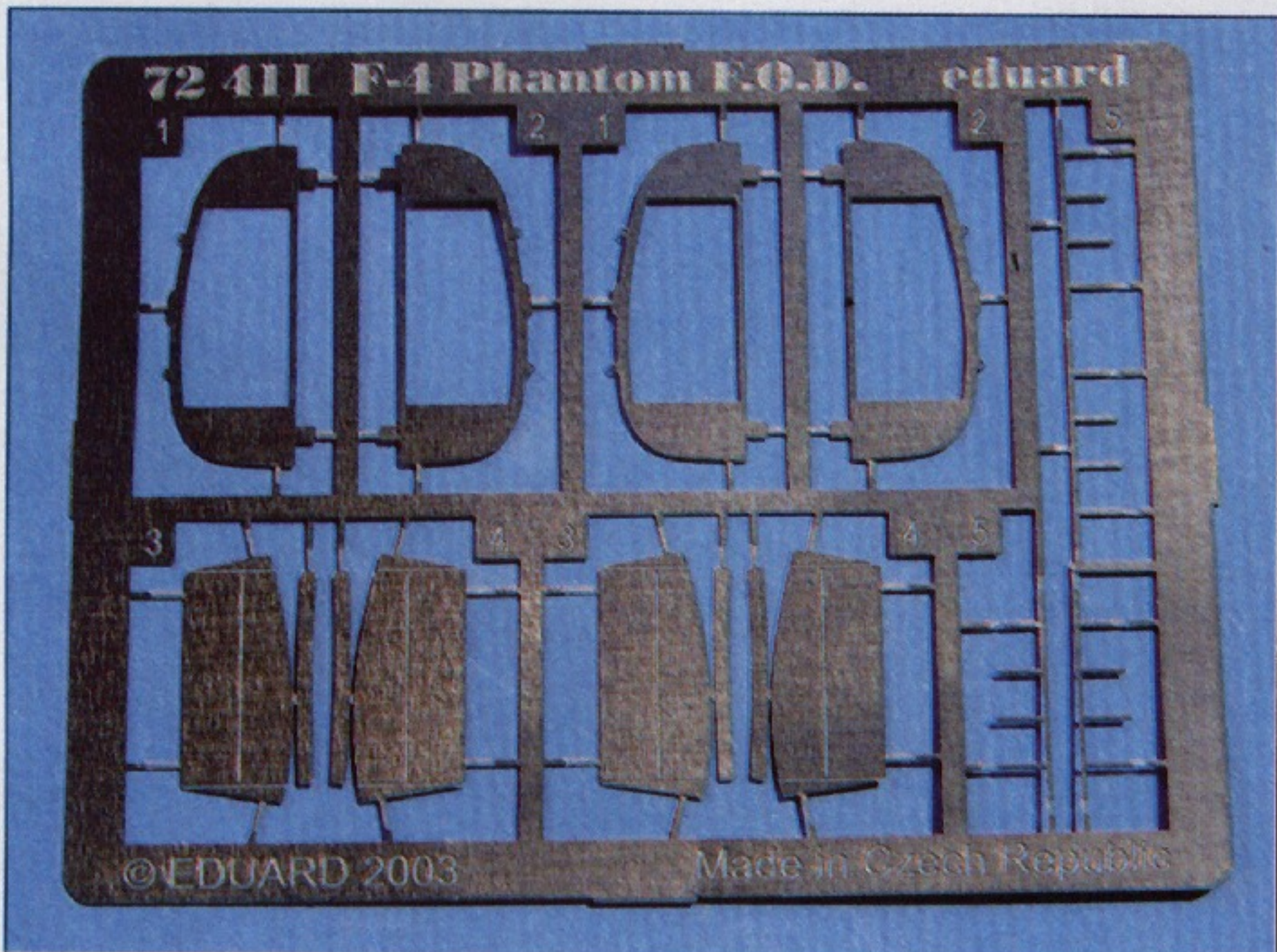
48 428 Gloster Gladiator Mk I (Roden) - Eduard



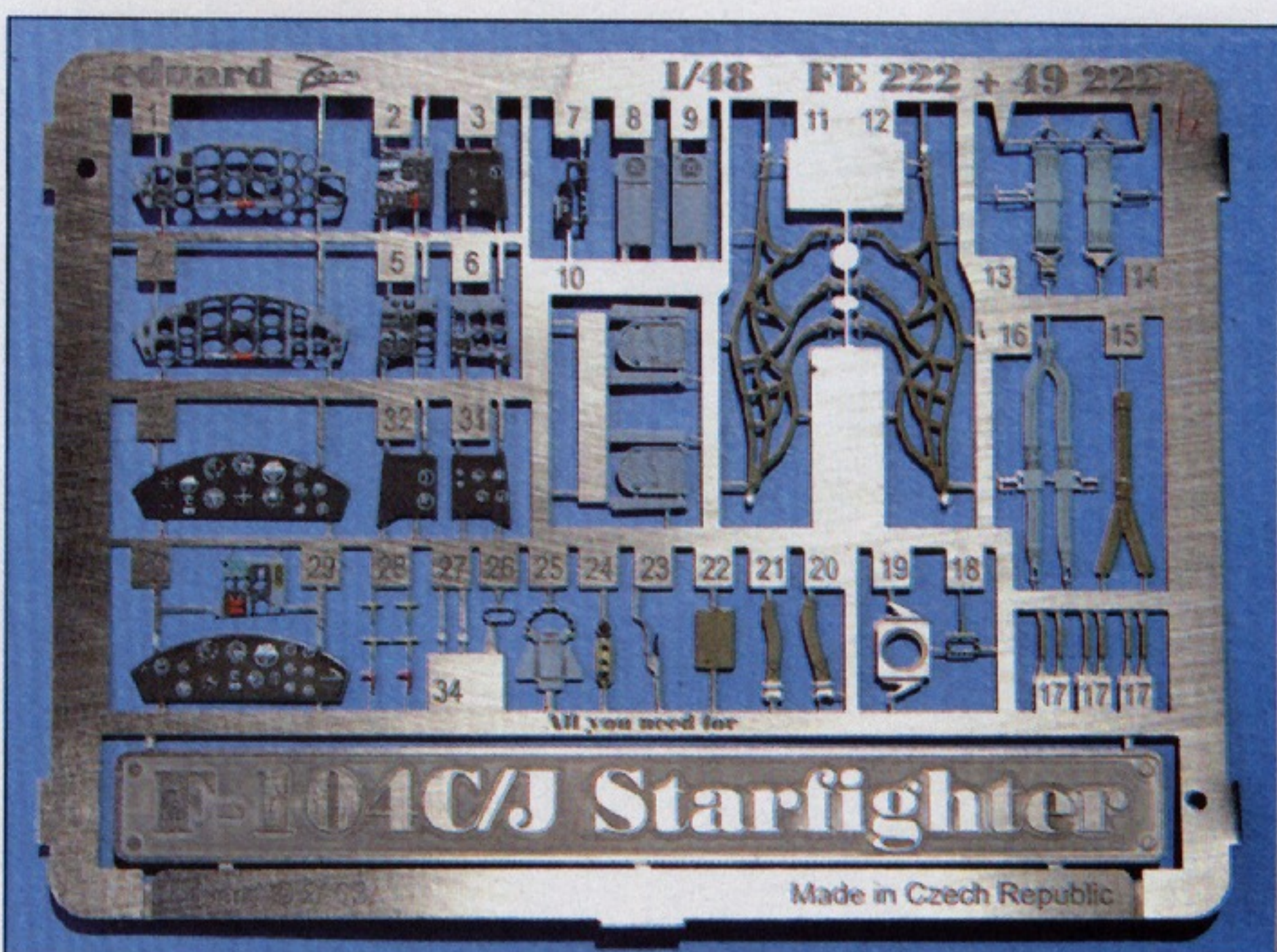
49 222 Lockheed F-104C/J Starfighter (Hasegawa) - Eduard



72 410 F-14 Tomcat F.O.D. (Hasegawa) - Eduard

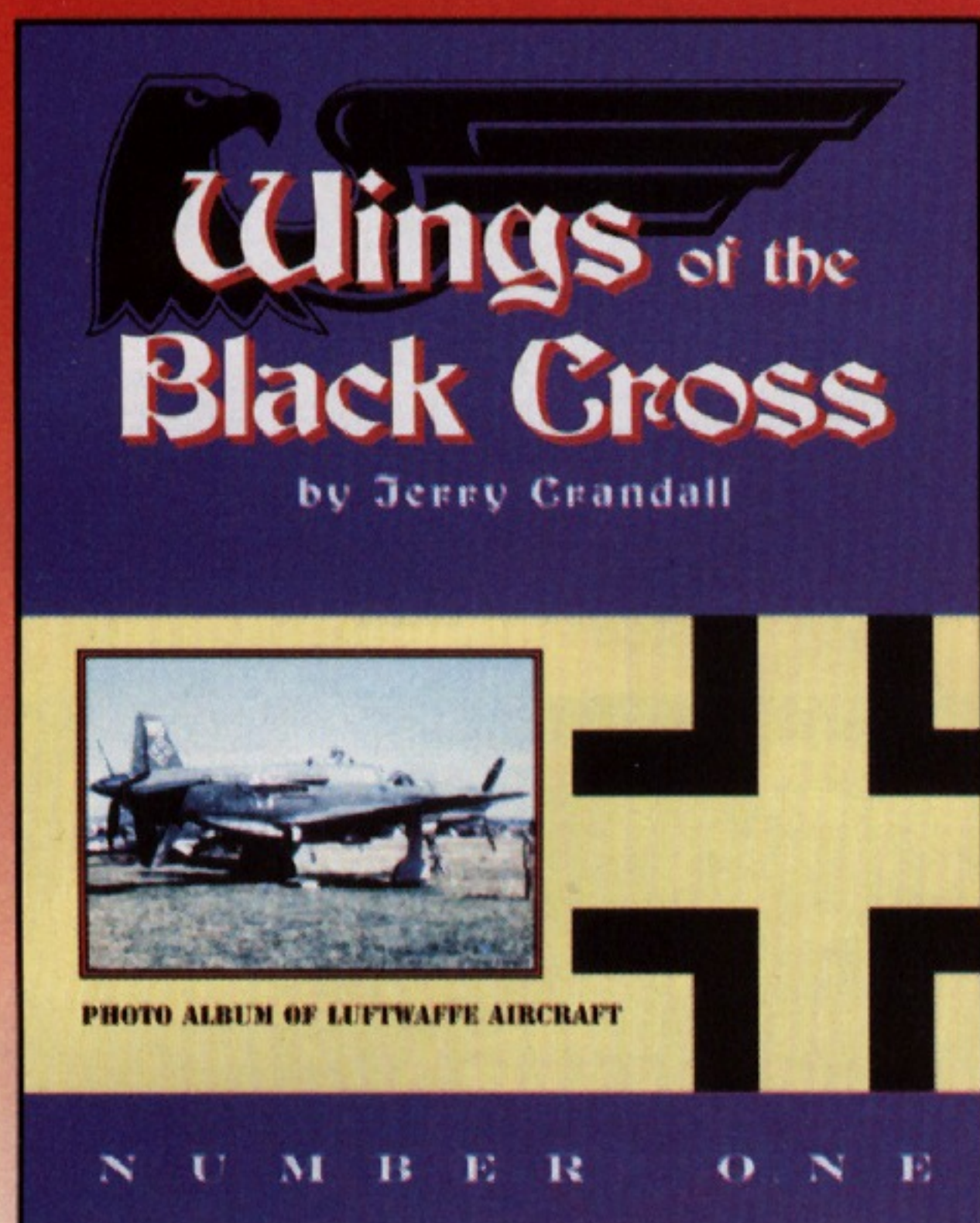


72 411 F-4 Phantom F.O.D. (Hasegawa) - Eduard

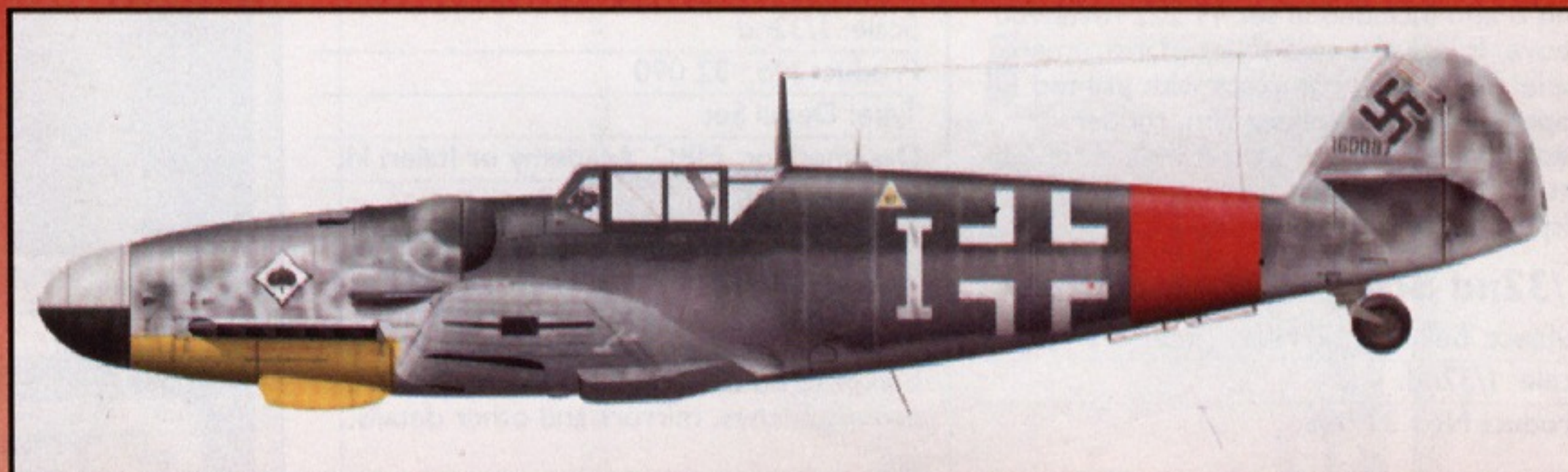


FE222 Lockheed F-104C/J Starfighter (Hasegawa) - Eduard

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and locks, nose wheel well details, oleo leg compression linkage, the tail buffer, main undercarriage leg retraction linkage, landing light surround, brake lines, exhaust 'petal' linkage, canopy surround and mirrors and various blade and pole antennae.

Subject: Lockheed F-104C/J Starfighter

Scale: 1/48th

Product No.: FE222

Type: Detail Set

Designed for: Hasegawa kit

Price: £5.60

Includes: This set is in the 'Zoom' range and is also included in set 49 222 reviewed above. It includes two styles of instrument panel (for C or J) complete with printed paper or acetate backing film, rudder pedals, throttle lever, sight frame, complete set of seat belts and a nameplate for a display board.

1/32nd Scale

Subject: Bell UH-1C Huey [Interior]

Scale: 1/32nd

Product No.: 32 086

Type: Detail Set

Designed for: MRC, Academy or Italeri kit

Price: £11.65

Includes: Instrument panel with printed paper or acetate backing, cockpit floor details, seat details, seat belts, centre console details and levers, control pedals, passenger seat belts, cargo bay bulkhead panels, gunsight, exhaust outlet details, cockpit door latches and details, vertical pillar in cockpit area complete with fire extinguisher bracket etc and headphones for the crew's helmets.

Subject: Bell AH-1W [Interior]

Scale: 1/32nd

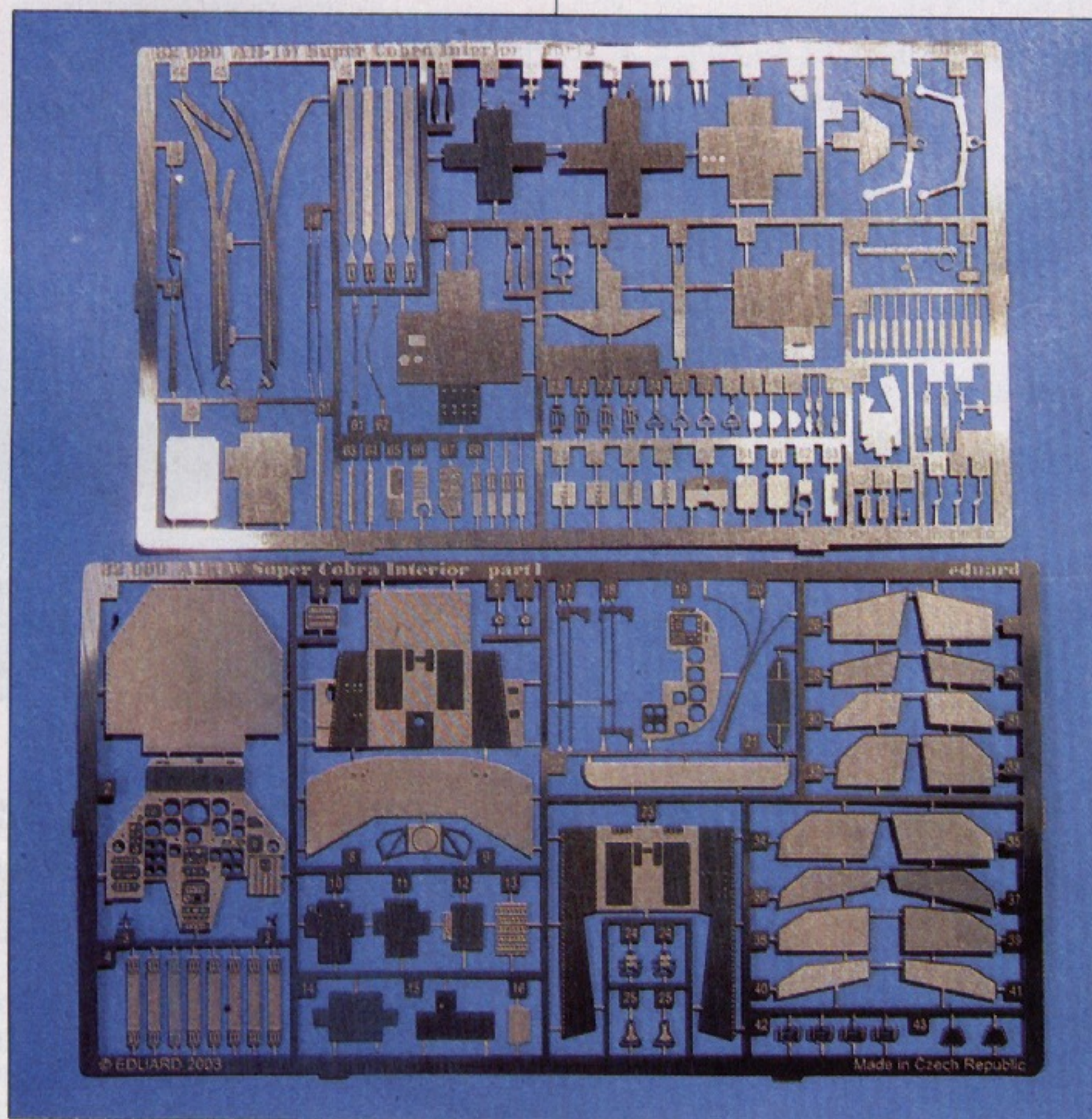
Product No.: 32 090

Type: Detail Set

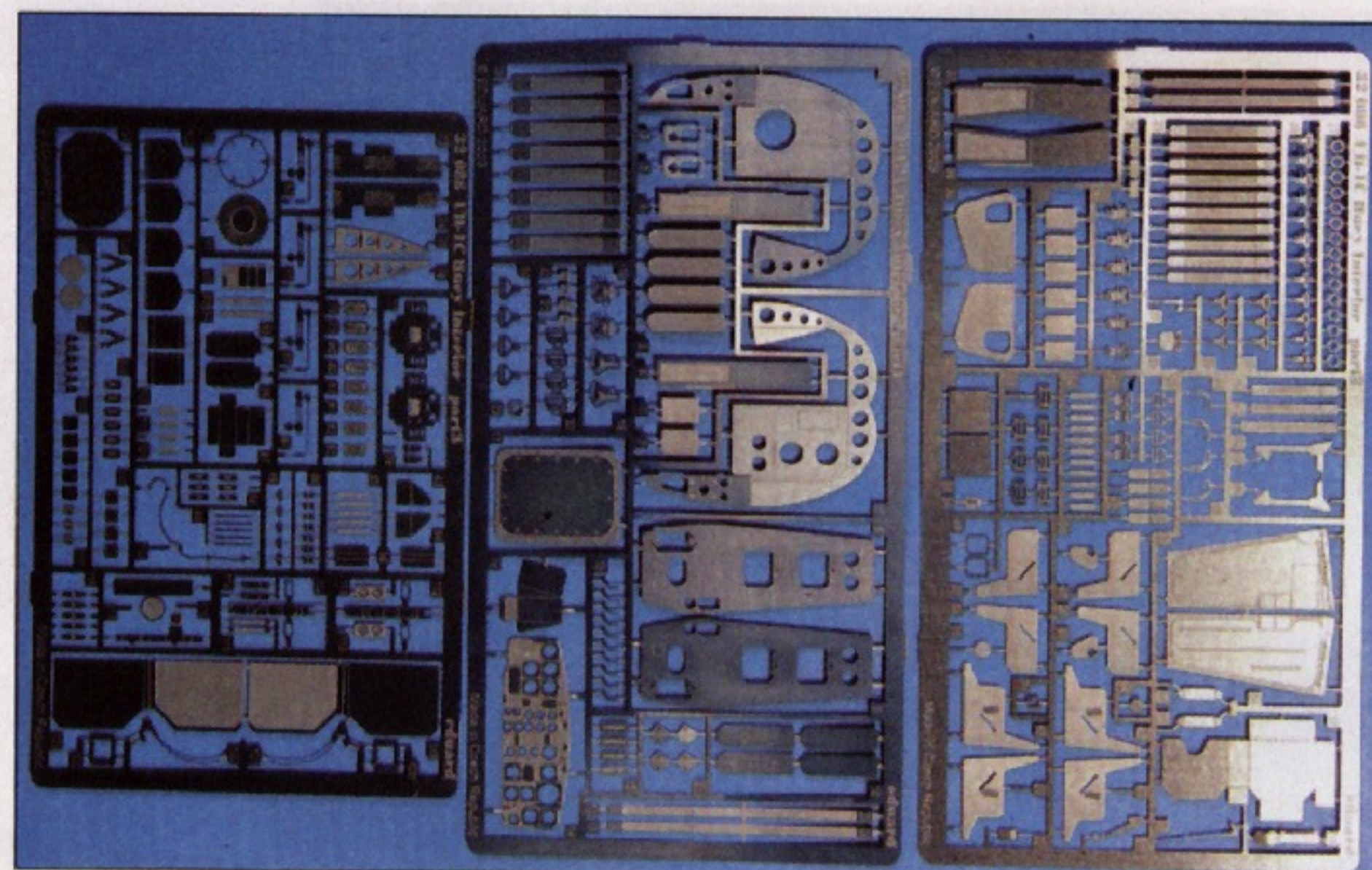
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Price: £11.65

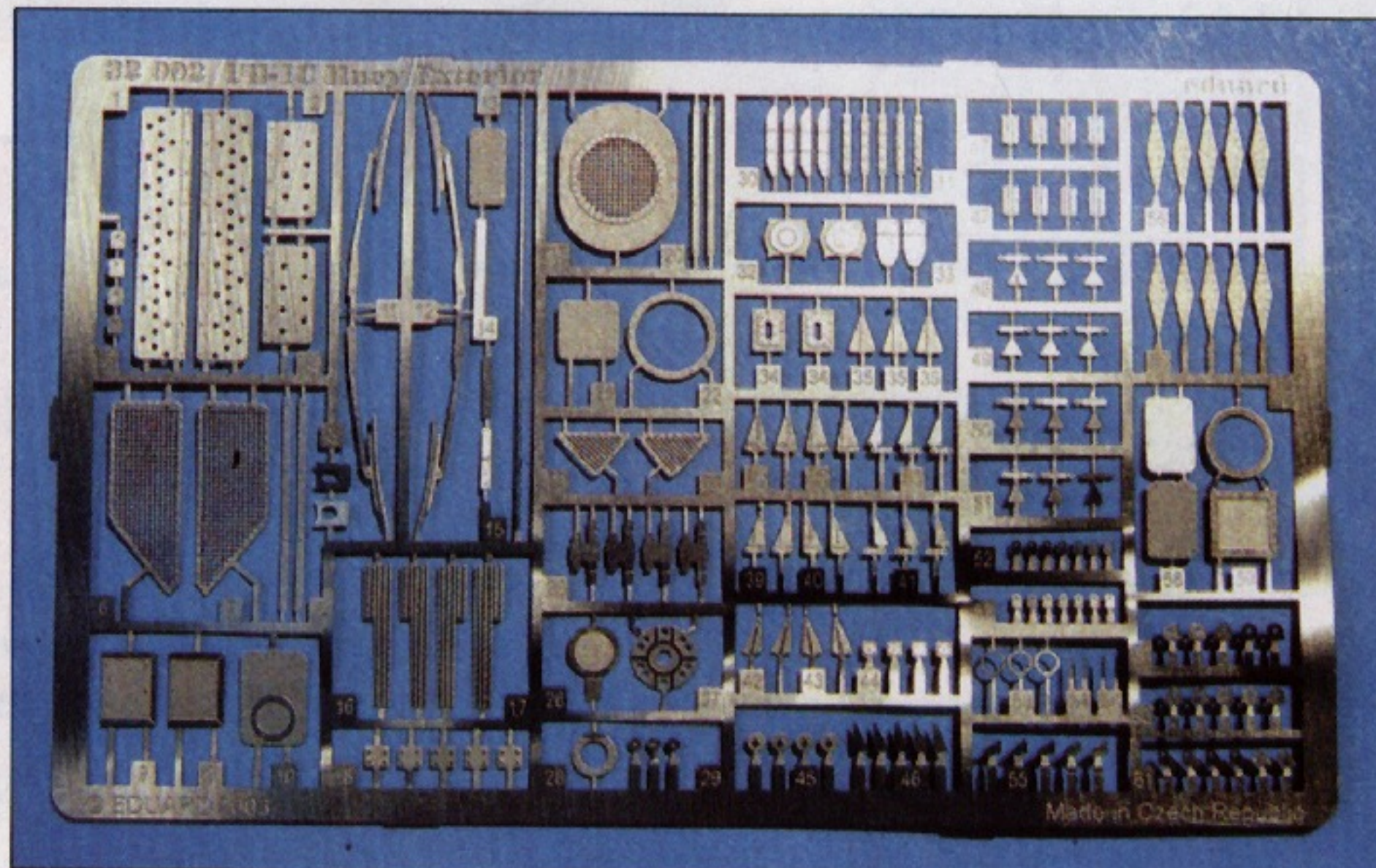
Includes: Seat armour, seat belts, cockpit floor panels and control pedals, instrument panel with printed paper or acetate backing, mid-bulkhead, HUD, rear bulkhead details, canopy sill details, cockpit canopy latches, mirrors and other details,



32 090 Bell AH-1W [Interior] (MRC, Academy or Italeri) - Eduard



32 086 Bell UH-1C Huey [Interior] (MRC, Academy or Italeri) - Eduard



32 092 Bell UH-1C Huey [Exterior] (MRC, Academy or Italeri) - Eduard

canopy hinges and windscreen wipers.

Subject: Bell UH-1C Huey [Exterior]

Scale: 1/32nd

Product No.: 32 092

Type: Detail Set

Designed for: MRC, Academy or Italeri kit

Price: £10.75

Includes: Door hinges, rotor details, windscreen wipers, reinforcing strips, engine bay screens, various panels for the upper and lower surfaces, landing skid brackets and details plus tie-down eyelets and a couple of detail parts for the tail rotor.

Conclusion

Another excellent selection of high quality etched sets from Eduard M.A. that can be highly recommended to all. The pre-painted sets are very impressive and have proved to be very popular.

Our thanks to Eduard for the review samples. Available in the UK from Hannants and LSA Models.

Part

The latest couple of etched detail sets from this manufacturer has been sent directly to us by Jadar-Model for review.

1/48th Scale

Subject: MiG-15UTI

Scale: 1/48th

Product No.: S48-117

Type: Detail Set

Designed for: Trumpeter kit

Price: £TBA

Includes: This two-part set offers two new instrument panels with acetate backing film, gunsight details, sidewall details for both front and rear cockpits, two completely new ejection seats with belts, canopy lock/release lever, wheel hubs, nose wheel door linkage, main wheel door details, canopy decking, air brake details and all the light units etc for the underside of the airframe.

Subject: Lim-2A

Scale: 1/48th

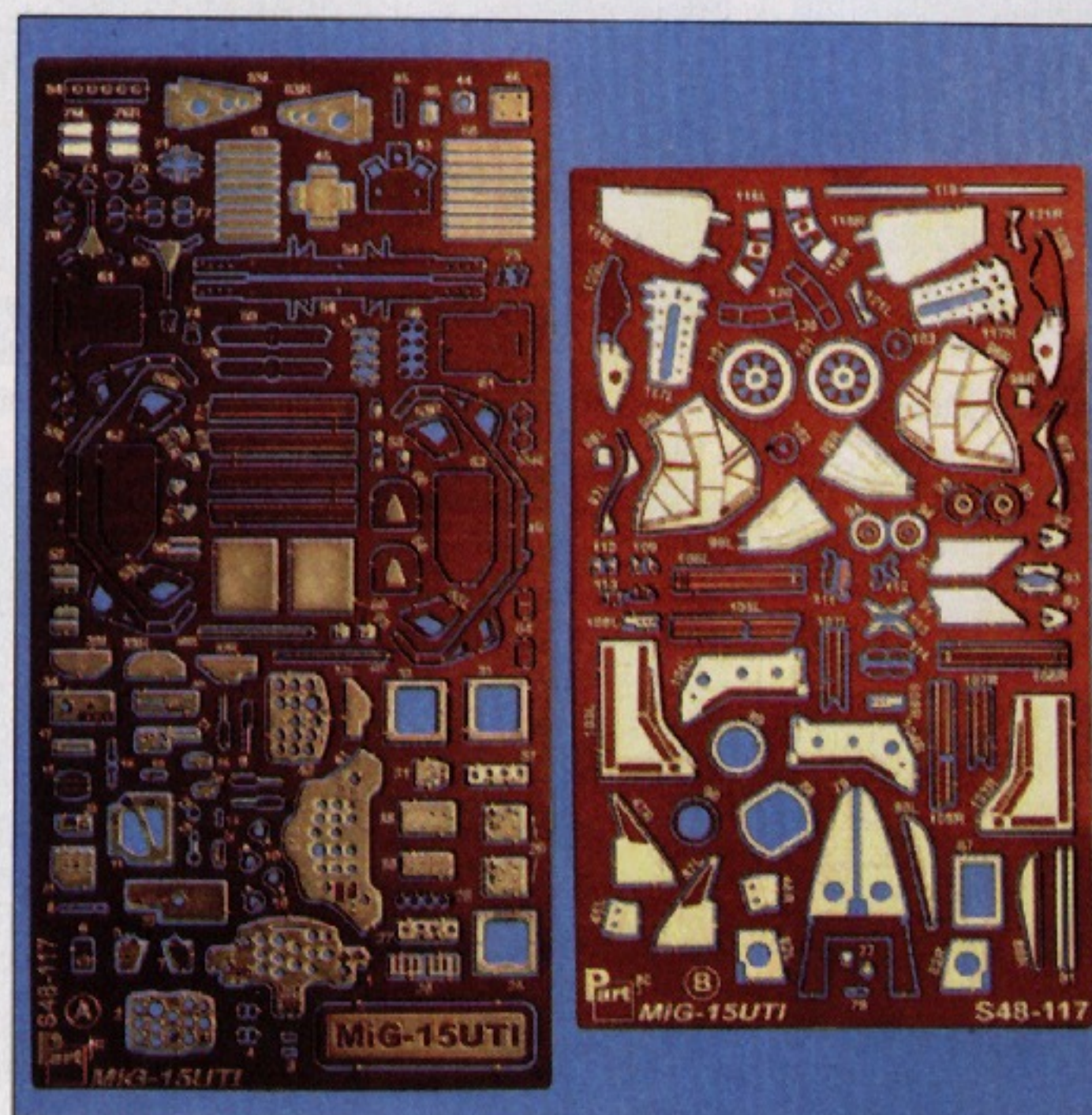
Product No.: S48-118

Type: Detail Set

Designed for: Trumpeter kit

Price: £TBA

Includes: This set is identical in its depth of

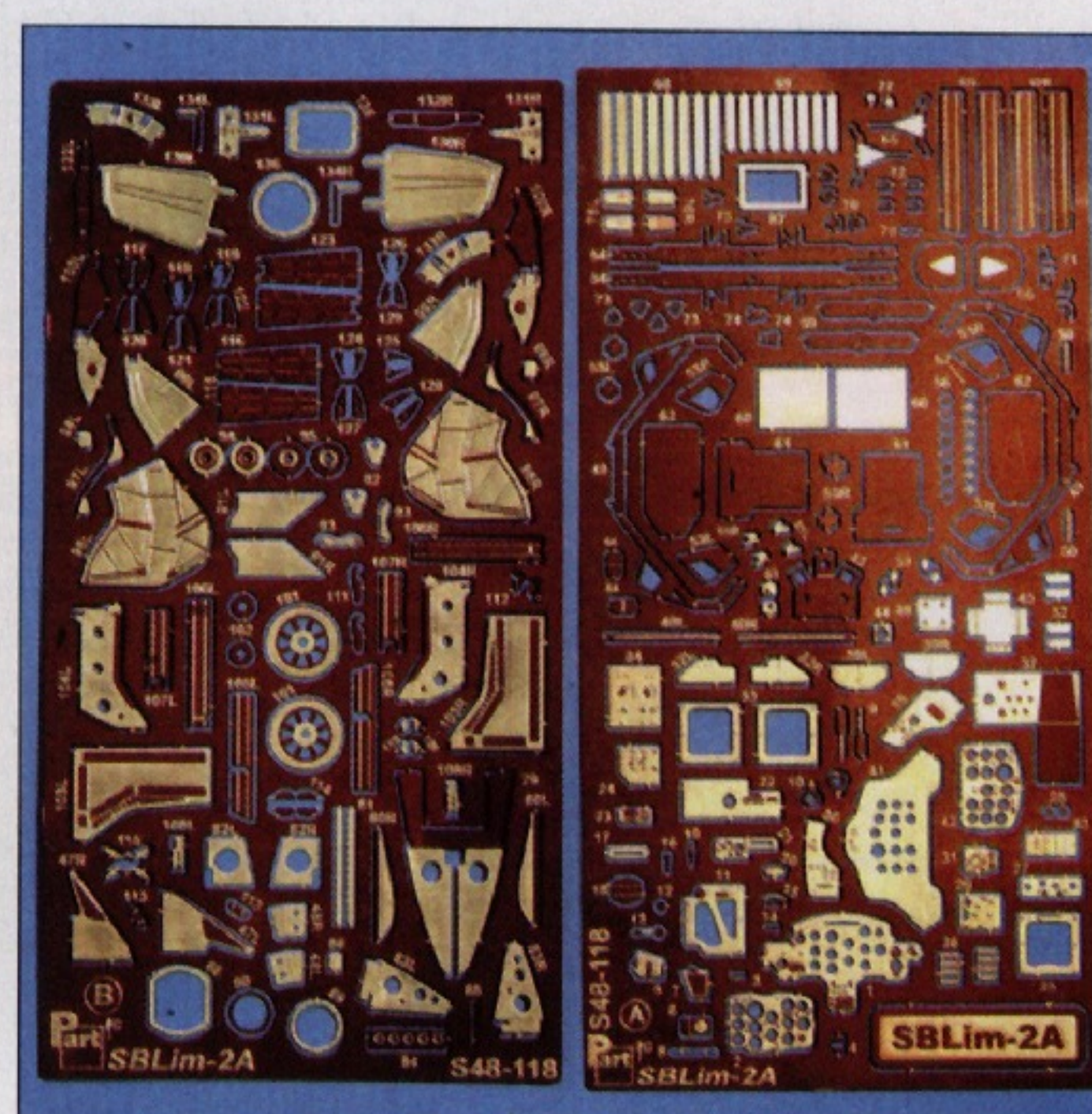


S48-117 MiG-15UTI (Trumpeter) - Part

coverage to the previous one, but it has been modified to correctly depict specific details (e.g. instrument panels) for the license-built Lim-2A (MiG-15UTI) airframes.

Conclusion

Another pair of excellent new releases from Part. I still have my



S48-118 Lim-2A (Trumpeter) - Part

doubts about making up that completely domed seat pan for the ejection seats, and in the 'smaller' 1/48th scale of these sets, it will be really challenging! Part produce lovely sets that are the equal of any other manufacturers' work and they

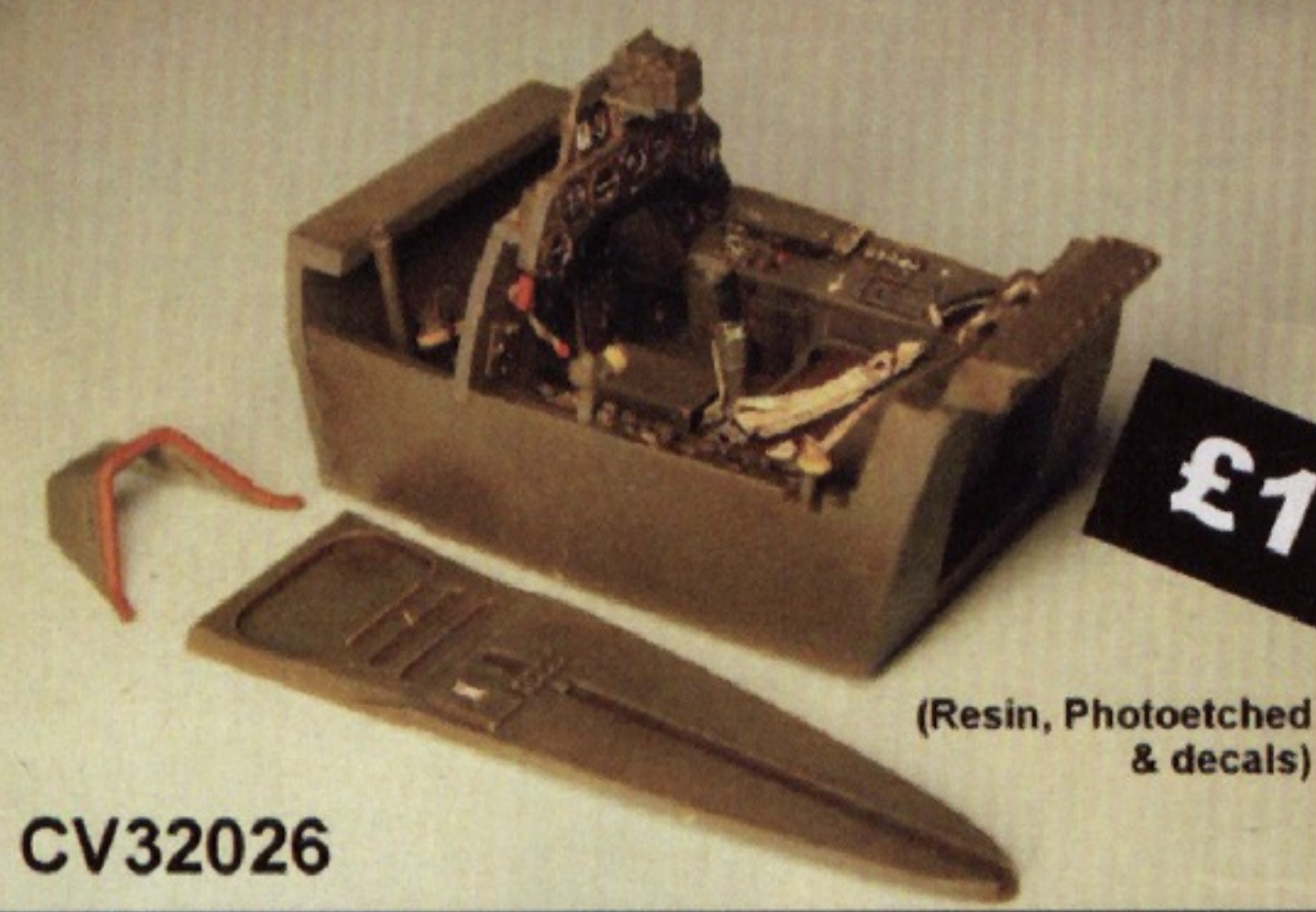
can all therefore be highly recommended to experienced modeller.

Our thanks to Part (Jadar-Model) for the review samples. UK modellers should contact Aeroclub for price and availability of the featured sets.



LANGNASEN DORA

1/32th FW 190D9 cockpit set (Hasegawa)



(Resin, Photoetched & decals)

CV32026

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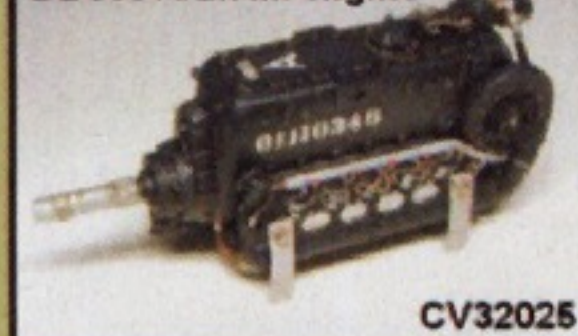
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Aires

Another large batch of accessories and detail sets has recently been released by Aires, samples of which have been sent directly to us for review.

1/72nd Scale

Subject: Wright R-1820 Cyclone

Scale: 1/72nd

Product No.: 7092

Type: Accessory

Designed for: See Text

Price: £TBA

Includes: This engine is made up of separate resin components for the crankcase, cylinders and ancillaries. The etched fret offers the ignition harness and the cylinder baffles.

This engine type is suitable for the B-17, Brewster F2A Buffalo, Curtiss Hawk 75A-4 etc.

Subject: Junkers Ju 87D/G Cockpit Set

Scale: 1/72nd

Product No.: 7093

Type: Accessory

Designed for: Academy kit

Price: £TBA

Includes: This set offers the seats, instrument panel, rudder pedal bar, DF

loop and a complete replacement cockpit 'tub' in resin. The etched fret includes the seat belts, rudder pedals, instrument panel facia with acetate backing film, control levers, ammo belts and the grab handles for the front canopy.

1/48th Scale

Subject: A-7E Corsair II Cockpit Set

Scale: 1/48th

Product No.: 4147

Type: Accessory

Designed for: Hasegawa kit

Price: £TBA

Includes: This cockpit set comprises the instrument panel coaming, ejection seats (ESCAPAC 1G-2 and SJU-8/A), control column and a complete new cockpit 'tub' all in resin. The etched fret offers the instrument panel facia with acetate backing film, seat belts, rudder pedals, canopy details and rearview mirrors.

Subject: Messerschmitt Me 262A Wheel Wells & Cockpit Set

Scale: 1/48th

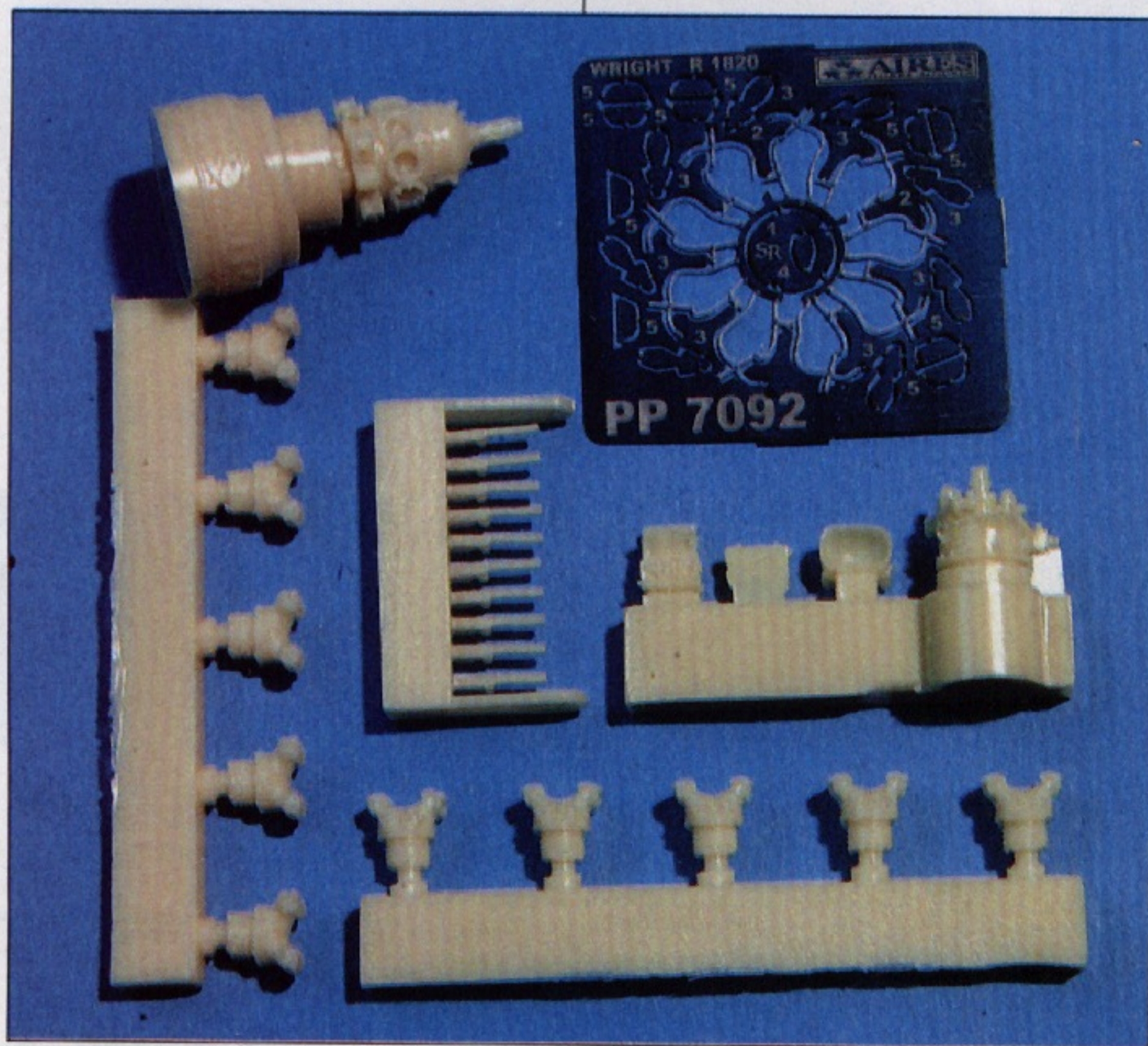
Product No.: 4148

Type: Accessory

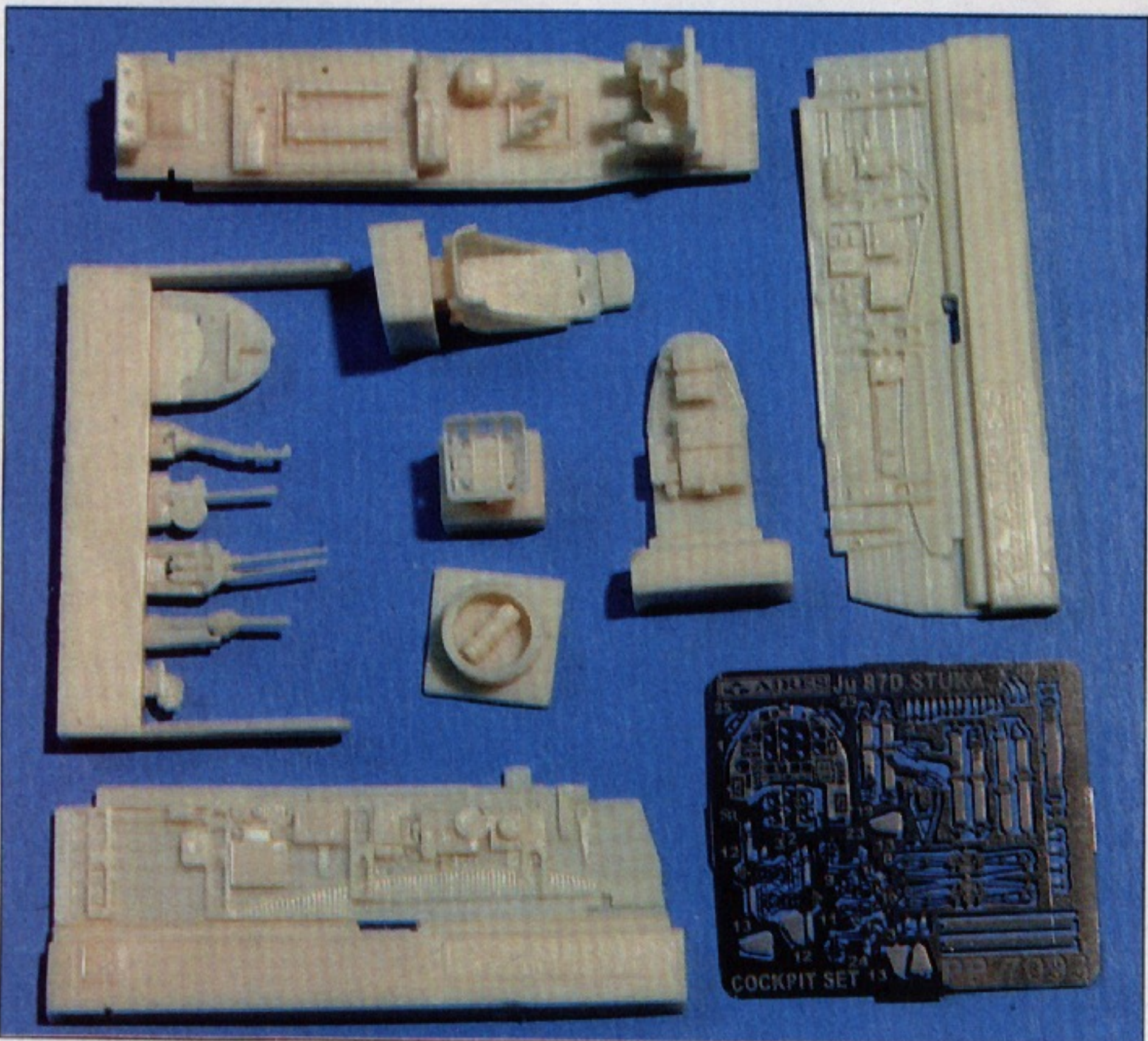
Designed for: Tamiya kit

Price: £TBA

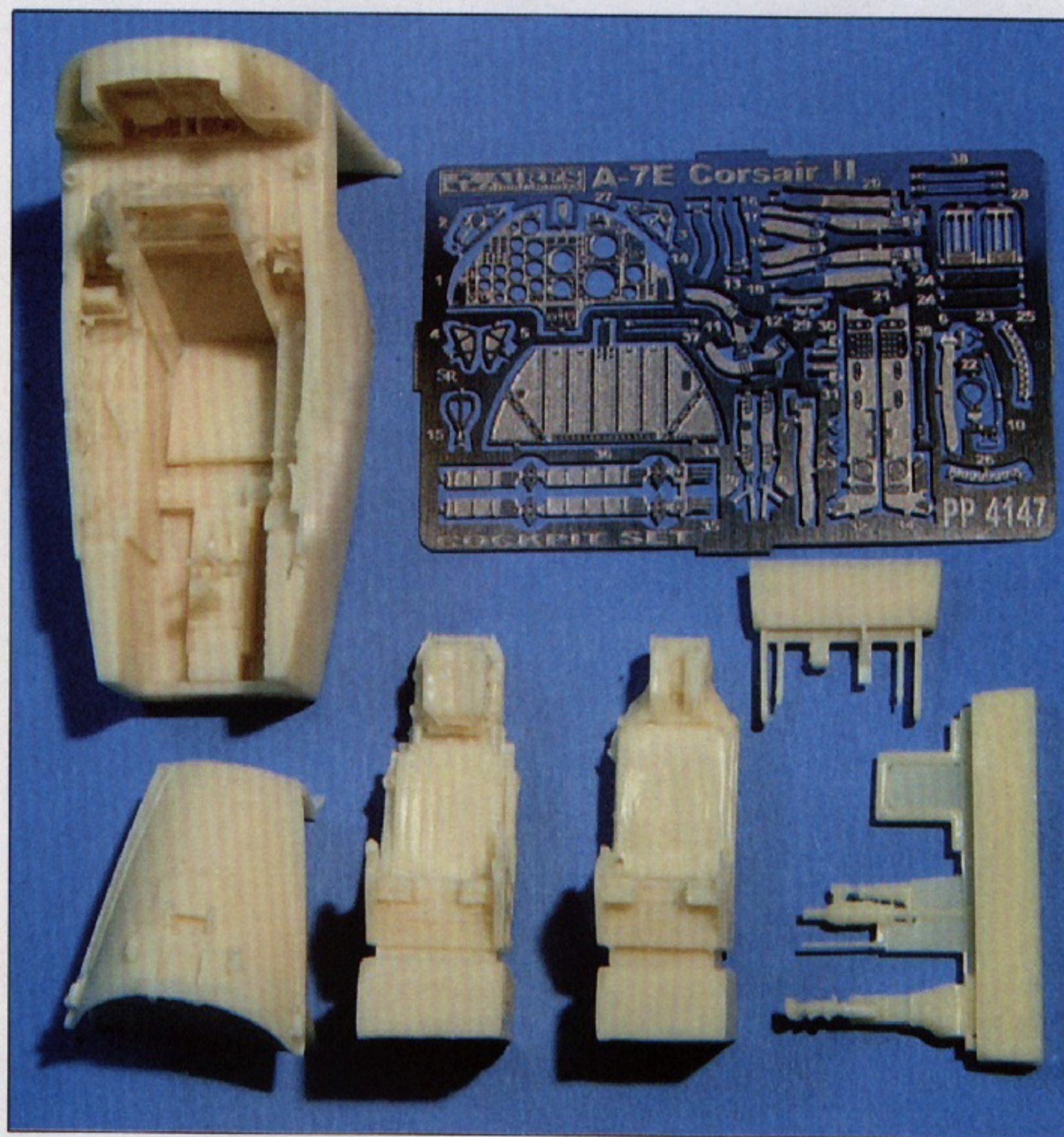
Includes: This set offers the instrument panel, seat, complete cockpit tub, rear



7092 Wright R-1820 Cyclone - Aires



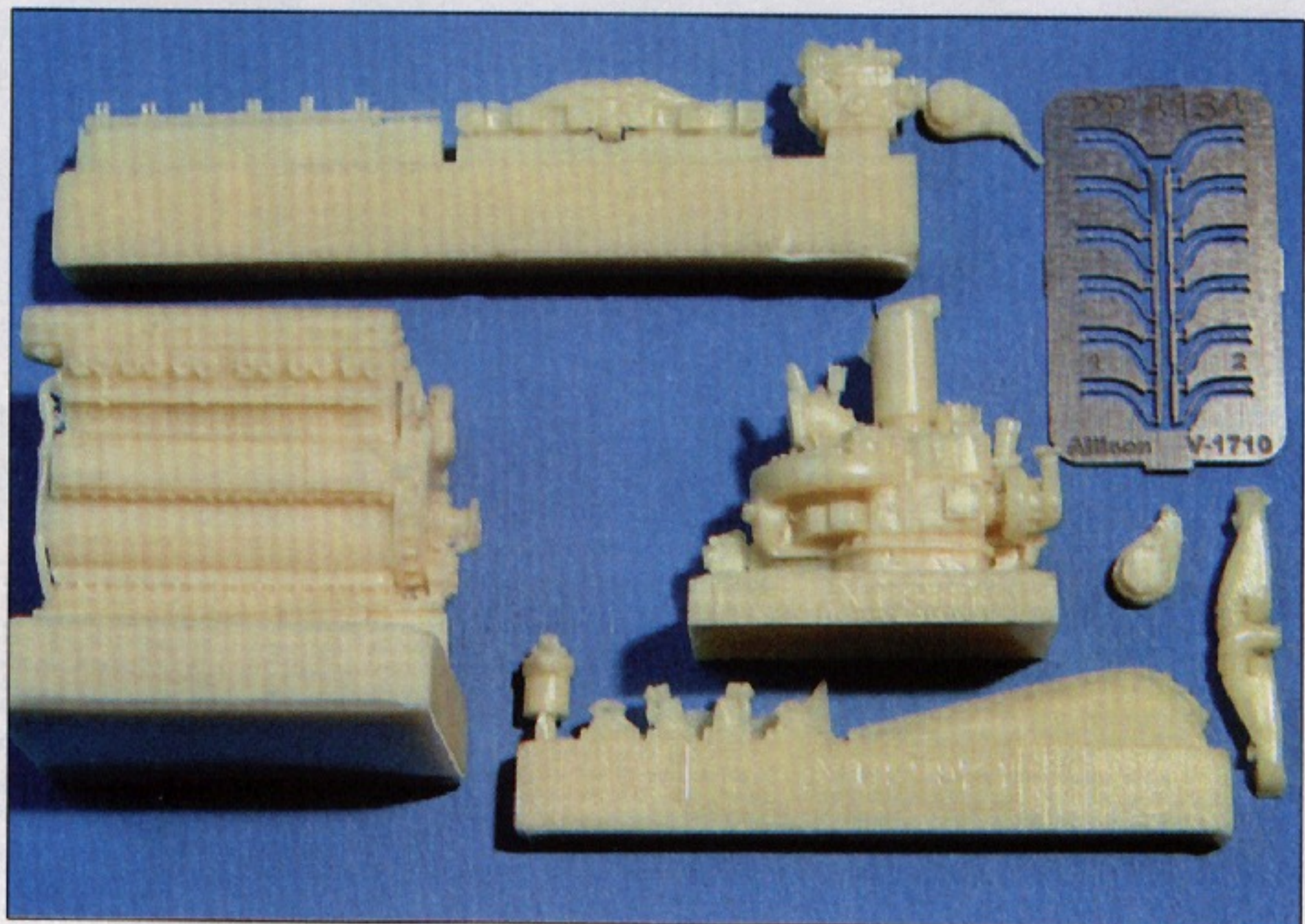
7093 Junkers Ju 87D/G Cockpit Set (Academy) - Aires



4147 A-7E Corsair II Cockpit Set (Hasegawa) - Aires



4148 Messerschmitt Me 262A Wheel Wells & Cockpit Set - Aires



4154 Allison V-1710-85 - Aires



BOX clever

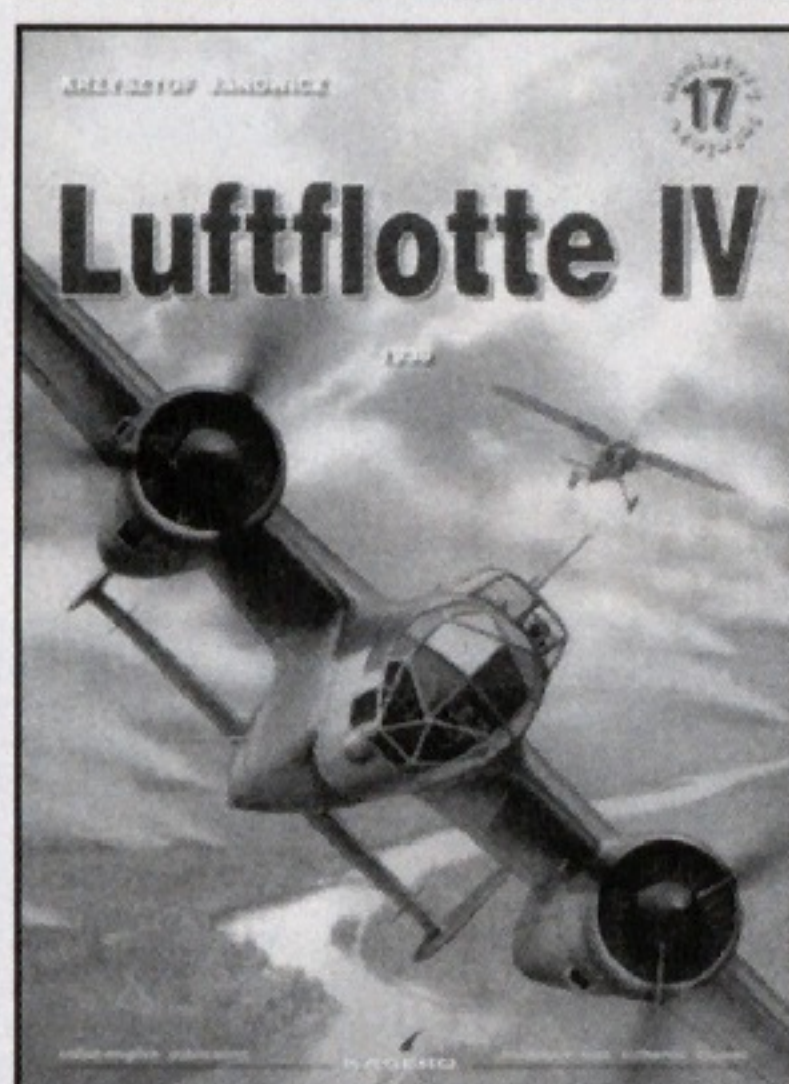
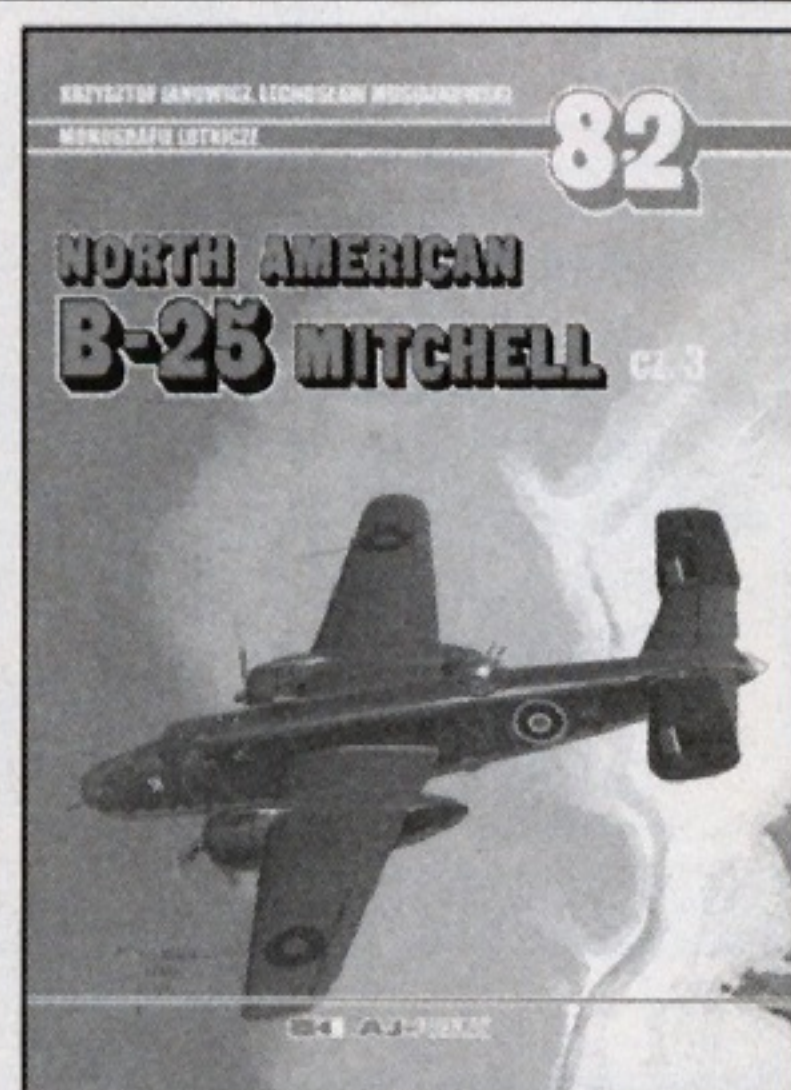
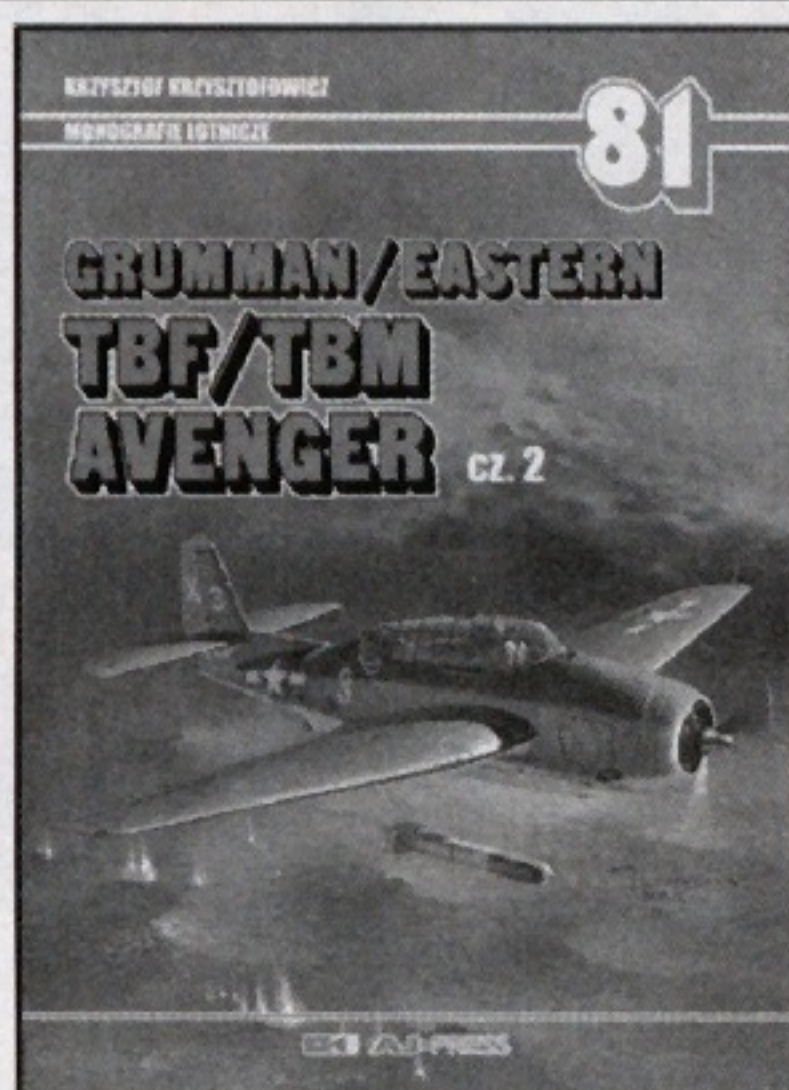
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decking, nose and main wheel wells and a complete set of replacement undercarriage doors all in resin. The etched fret offers detail parts like the instrument panel facia with acetate backing film, rudder pedals, seat belts, throttle levers and canopy details.

I have to say I can see the replacement of the kit's metal nose weight/undercarriage bay with the resin version in this set resulting in a 'tail sitter' though!

Subject: D.H. Mosquito FB Mk VI Bomb Bay Set

Scale: 1/48th

Product No.: 4152

Type: Detail Set

Designed for: Tamiya kit

Price: £TBA

Includes: On offer here is the entire bomb and cannon bay complete with 20mm cannon, belt feeds, mounting brackets, complete set of doors, the forward (nose) section complete with cannon barrels and a replacement access panel all in resin. The only etched part is the surround for the nose section.

Subject: Arado Ar 234B-1 Main Wheel Bay

Scale: 1/48th

Product No.: 4153

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

Includes: This set offers the main undercarriage bay and the mid-section with bomb recess all in resin. These have got better moulded-on detail than the kit parts for which they are offered as direct replacements.

Subject: Allison V-1710-85

Scale: 1/48th

Product No.: 4154

Type: Detail Set

Designed for: See text

Price: £TBA

Includes: The main bulk of this engine is cast in resin with the ignition harness supplied in the only other material: etched brass. This engine type is suitable for the P-39 and P-63A, although the drive shaft and remove reduction gearbox unit of these types are not included.

Subject: McDD F-4B/N Phantom Cockpit Set

Scale: 1/48th

Product No.: 4155

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

Includes: This set offers a complete new cockpit 'tub', seats with etched belts etc, instrument panel, mid-cockpit bulkhead/instrument panel, control column and sidewalls. Most of these parts are in resin but the belts and various small levers etc are offered in etched brass.

1/32nd Scale

Subject: Messerschmitt Bf 109F Wheels

Scale: 1/32nd

Product No.: 2005

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

Includes: This set offers resin replacement

main wheels of the spoked hub variety for any suitable Bf 109 variant. The set also includes a complete new tailwheel unit and die-cut self-adhesive paint masks.

Conclusion

As always, this latest selection from Aires is stunning. The level of detail and quality of casting alone make them well worth having, but when you couple that with their reasonable retail price they become real 'must haves'. If you have any of the subject kits to build, you should really consider the Aires set for it.

Our thanks to Aires for the review samples. Hannants import this range into the UK so please contact them for price and availability.



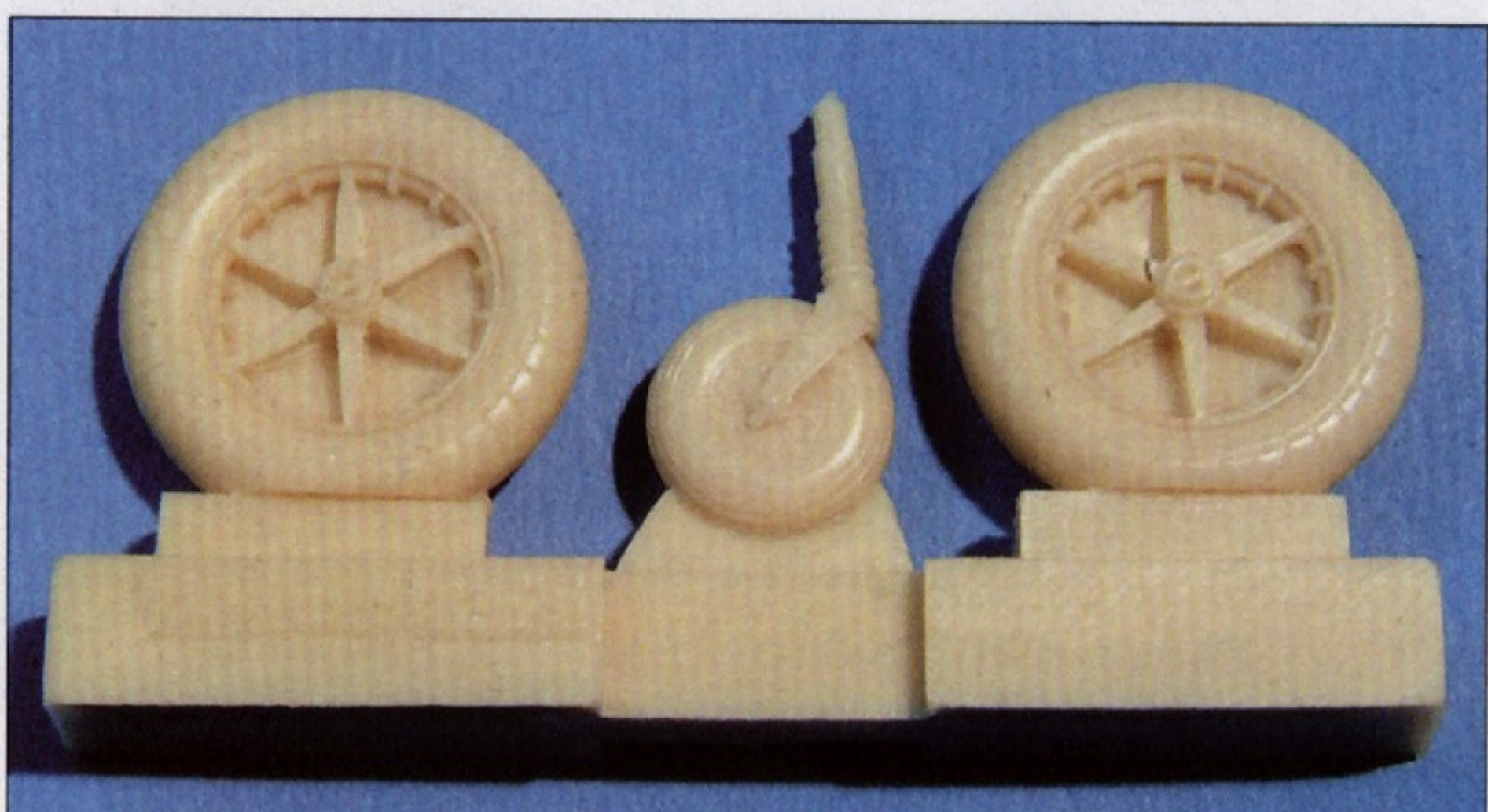
4153 Arado Ar 234B-1 Main Wheel Bay (Hasegawa) - Aires



4155 McDD F-4B/N Phantom (Hasegawa) - Aires



4152 D.H. Mosquito FB Mk VI Bomb Bay Set (Tamiya) - Aires



2005 Messerschmitt Bf 109F Wheels - Aires

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- 110 B&W photographs,
- 3 colour photographs
- 30 views and profiles in colour

PRICE : £8,00
(add £4 for p&p for Europe and £7 for other countries)

PIERRE LEVASSEUR ET SES AVIONS

- 304 pages
- The complete history of Pierre Levasseur French aircrafts
- Text in French, but with English captions
- 480 B&W photographs
- 50 views and profiles in colour
- 1/72 scale drawings

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modelling products

Shesto

Many of you will know of this brand, as you will have purchased tools from their stand at events throughout the UK. Recently though they have released a new range of essential tools for the modeller under The Model Craft Collection brand name. This range of 100 items represents the most often asked-for tools and accessories and all are packaged in a standard style so they are easily identifiable.

To give you an idea of the quality and depth of the range, here is a quick look at some of them.

- PDR1905/15 - 5x HSS Drills 1.5mm
- PPV1061 - Four-Jaw Pin Vice
- PBU2021/3 - 3x White Bristle Wheel Brushes
- PGA1002 - Dial Caliper
- PKN0009/K - Saw Set #2 with Scalpel
- PCL5045 - Locking Forceps [Straight Jaws]
- PPL5015 - Micro Snips
- PPU1001 - Auto Centre Punch
- POL1000 - Precision Lubricator
- PSA5040 - Adjustable Piercing Sawframe

The entire range is available directly



from Shesto or via a large number of hobby and tool shops throughout the UK. For more details contact Shesto Ltd via telephone (020 8451 6188),

fax (020 84651 5450) or Email (sales@shesto.co.uk).

Our thanks to Shesto Ltd for the review samples

The Model Craft Collection - Shesto

Minimeca Modelismo

It has been over a year since we have seen any new products from this Spanish manufacturer, so this month's selection, which we have received directly from them, are most welcome.

144 - Stainless Steel Wire

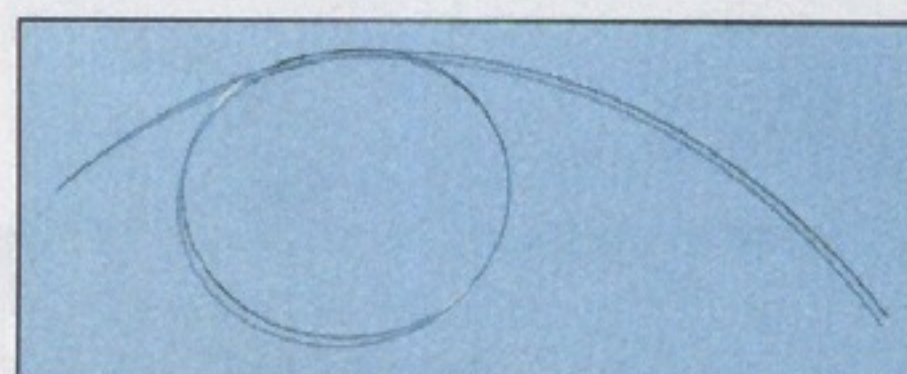
This length of wire suitable for aerial leads and rigging is 0.10mm diameter x 150mm long.
Price = €1.25

145 - Stainless Steel Wire

This length of wire suitable for aerial leads and rigging is 0.15mm diameter x 150mm long.
Price = €1.25

146 - Copper Tubes

This pack offers five 0.50mm diameter copper tubes in 250mm lengths
Price = €7.81



145 Stainless Steel Wire - Minimeca

154 - Copper Tubes

This pack offers five 1.30mm diameter copper tubes in 250mm lengths
Price = €8.41

159 - Copper Tubes

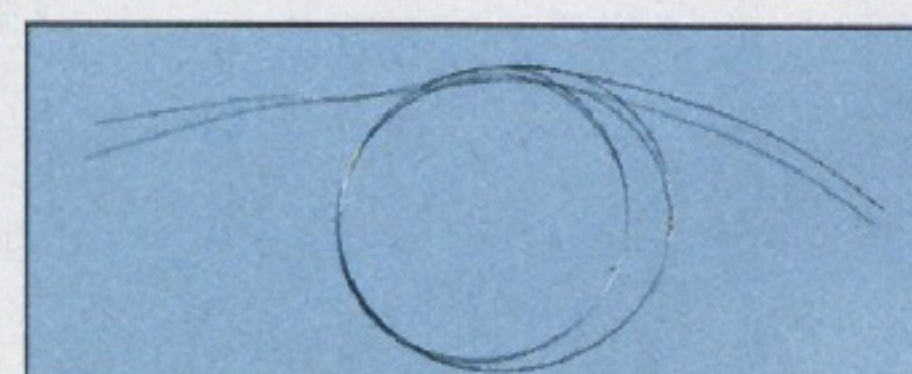
This pack offers five 1.70mm diameter copper tubes in 180mm lengths
Price = €5.95

161 - Copper Tubes

This pack offers five 1.90mm diameter copper tubes in 180mm lengths
Price = €5.95

164 - Copper Tubes

This pack offers five 2.20mm diameter copper tubes in 180mm lengths
Price = €5.95



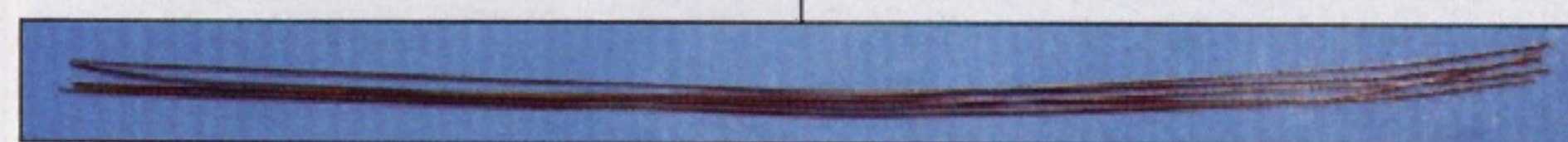
144 Stainless Steel Wire - Minimeca

Conclusion

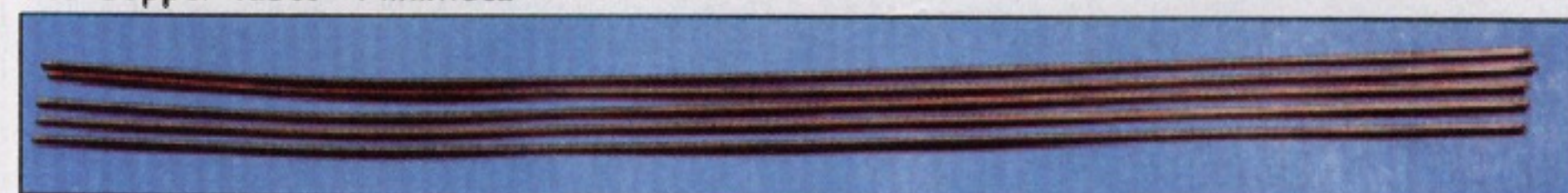
Minimeca products have always been good and these latest ones are certainly very useful.

Our thanks to Minimeca Modelismo for the review sample.

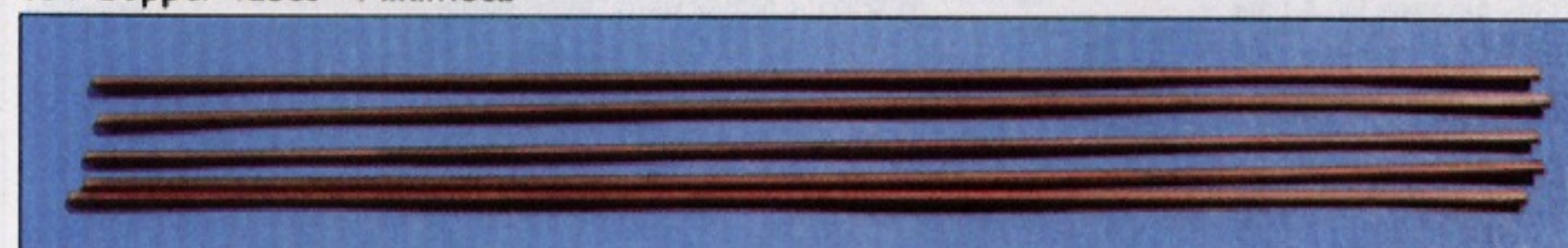
UK modellers can find out more about the Minimeca range by contacting MDC.



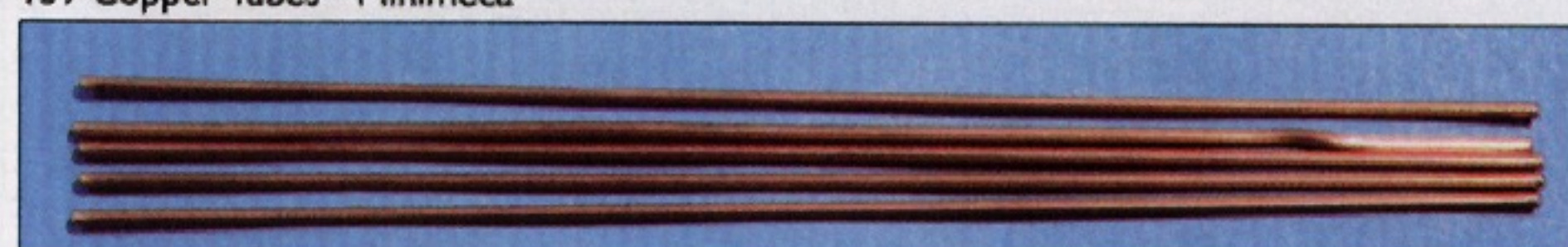
146 Copper Tubes - Minimeca



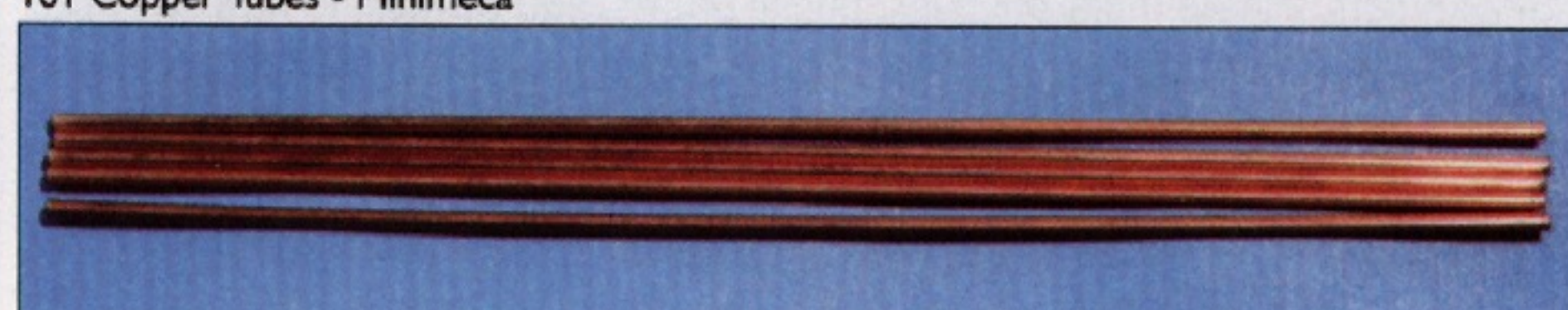
154 Copper Tubes - Minimeca



159 Copper Tubes - Minimeca



161 Copper Tubes - Minimeca



164 Copper Tubes - Minimeca

Eduard M.A.

It has been quite a while since we have seen any items from the 'Express Mask' range. However this month sees their return, in their new style packaging, with samples being passed directly to us for review by the manufacturer.

Canopy & Wheel Hub Masks

1/72nd Scale

XS203 - Republic P-47D/M (Revell),
£1.85

XS211 - Me 323 Gigant (Italeri), £2.80

XS212 - Su-27 (Italeri), £2.30

XS213 - Dornier Do 24T (Italeri),
£2.30

XS214 - N.A. F-107A (Trumpeter),
£1.85

XS216 - Me 410 (Fine Molds), £2.30
1/48th Scale

XF197 - Seafire FR.46/47 (Airfix),
£2.30

XF199 - Bf 109G-6 (Fujimi), £2.30

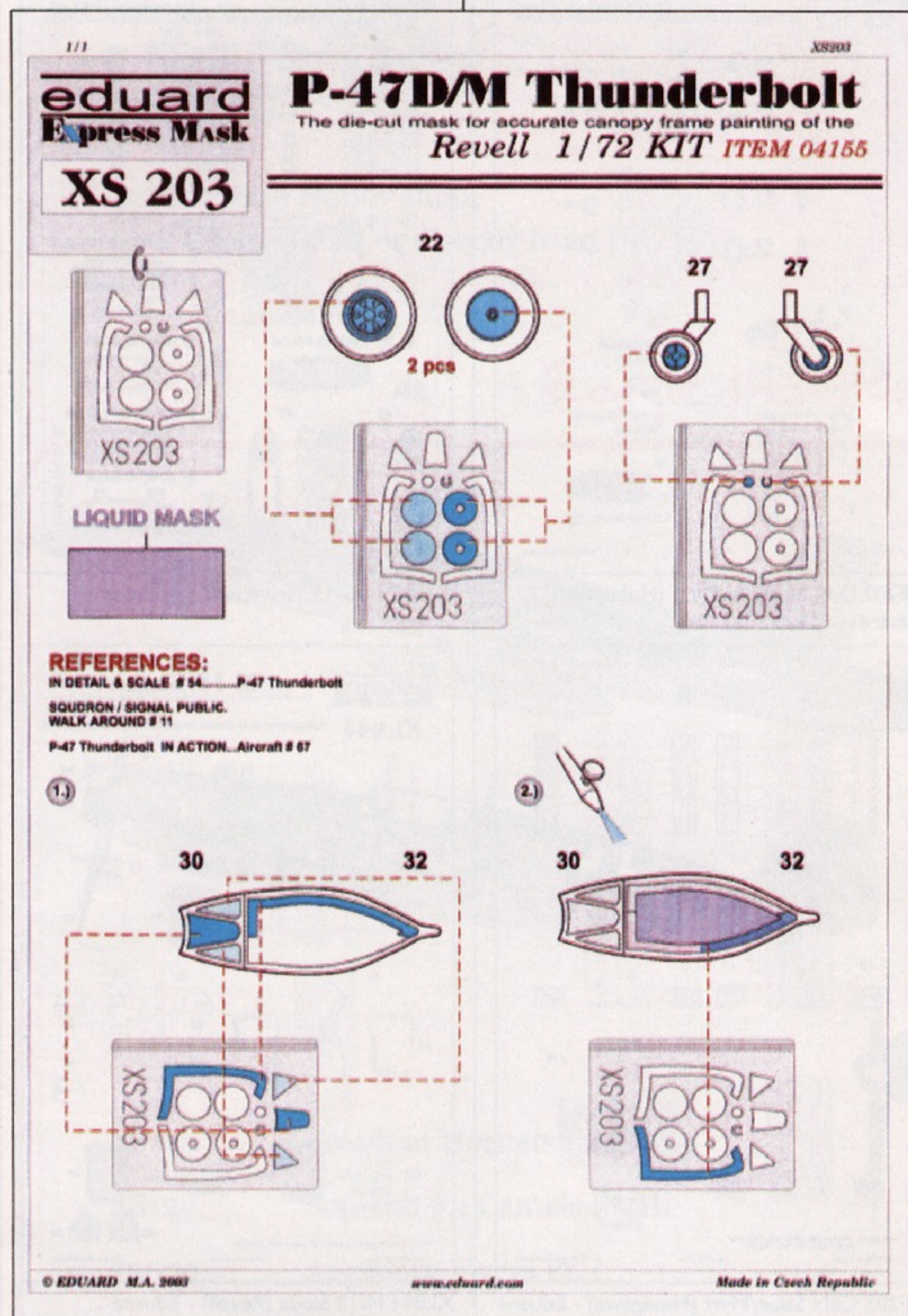
XF200 - Bf 109G-10/14/K (Fujimi),
£2.30

XF201 - D.H. Vampire NF.10
(Hobbycraft), £2.30

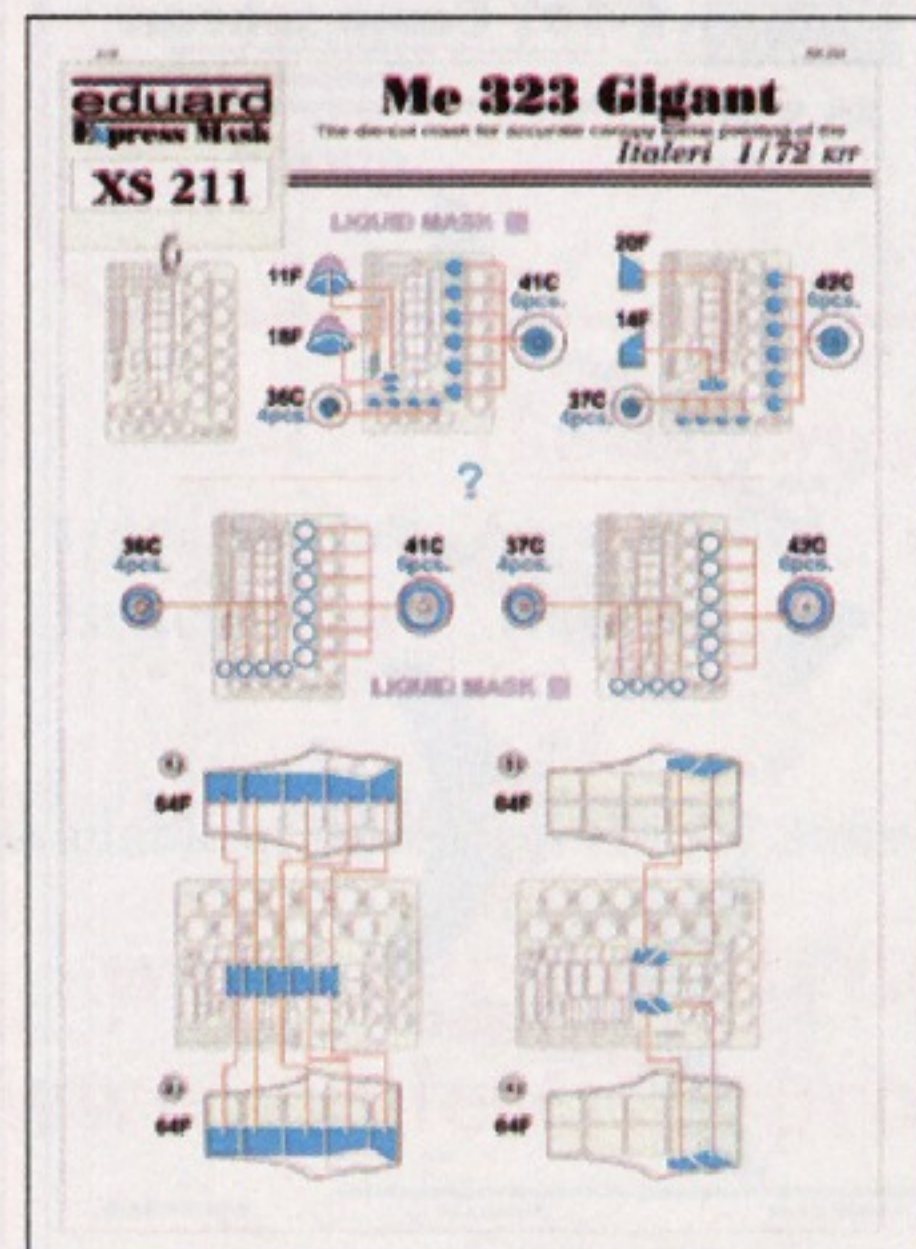
XF202 - D.H. Vampire Mk 1
(Hobbycraft), £2.30

XF203 - MiG-19 (Trumpeter), £2.30

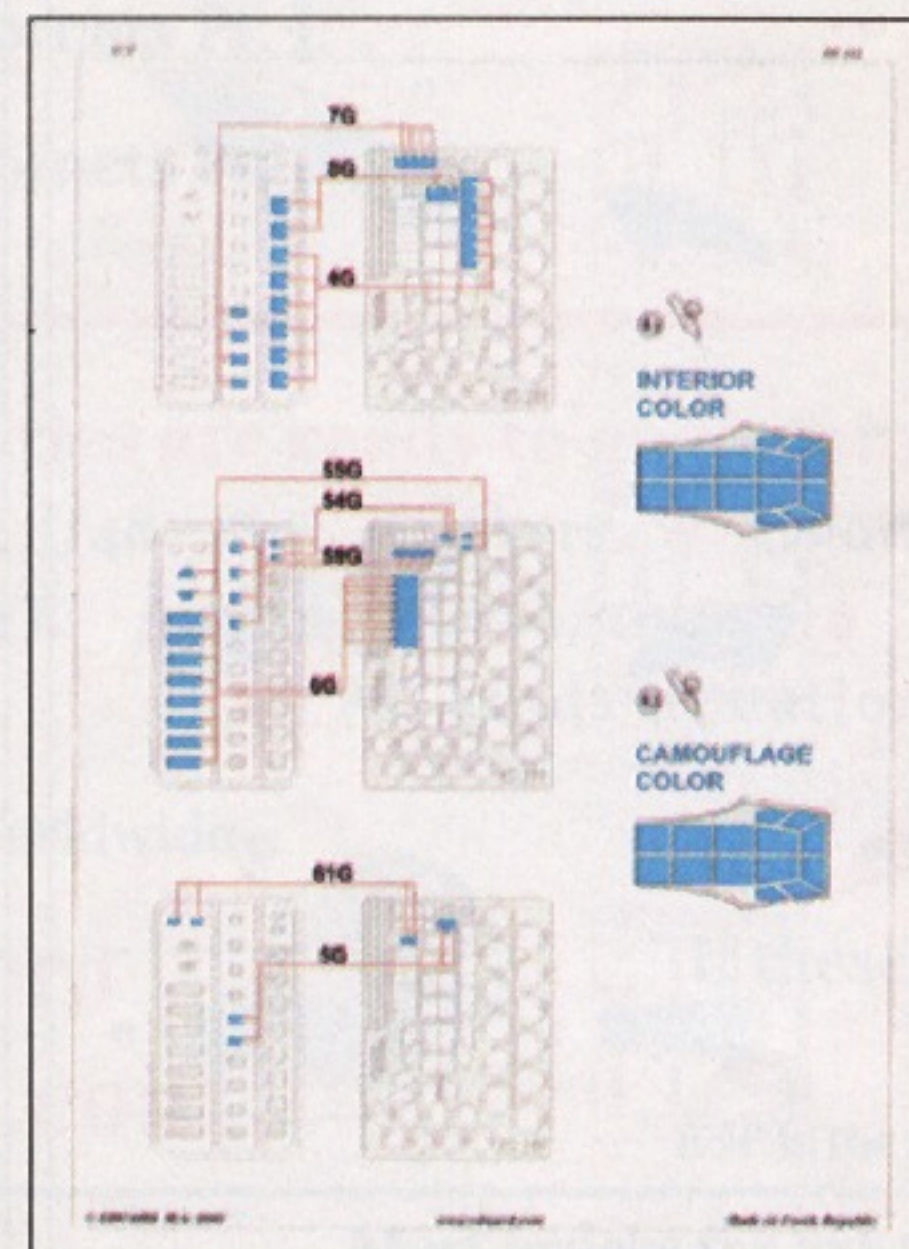
XF204 - F4U-1A Corsair
(Otaki/Airfix), £1.85



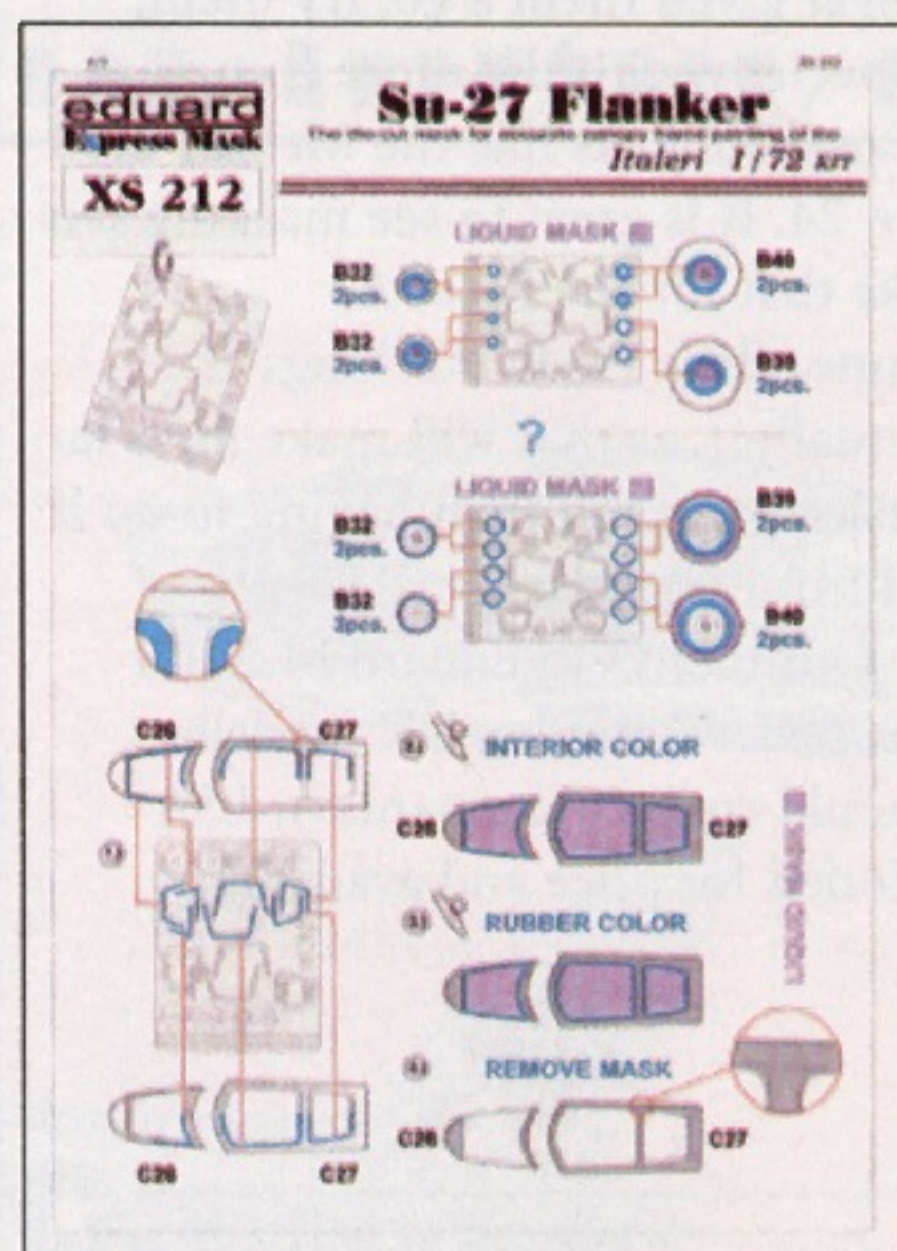
XS203 Republic P-47D/M (Revell) - Eduard



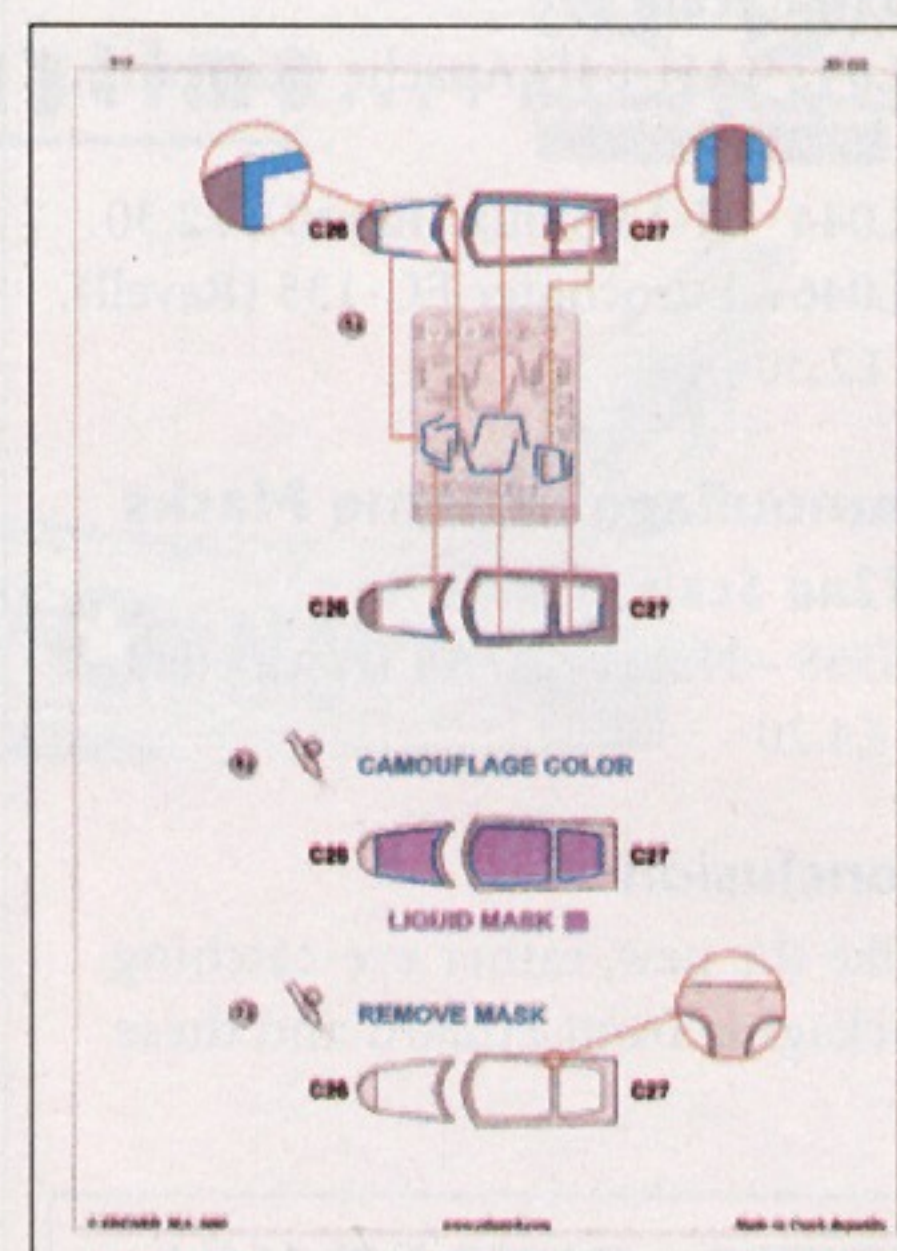
XS211 Me 323 Gigant (Italeri) - Eduard



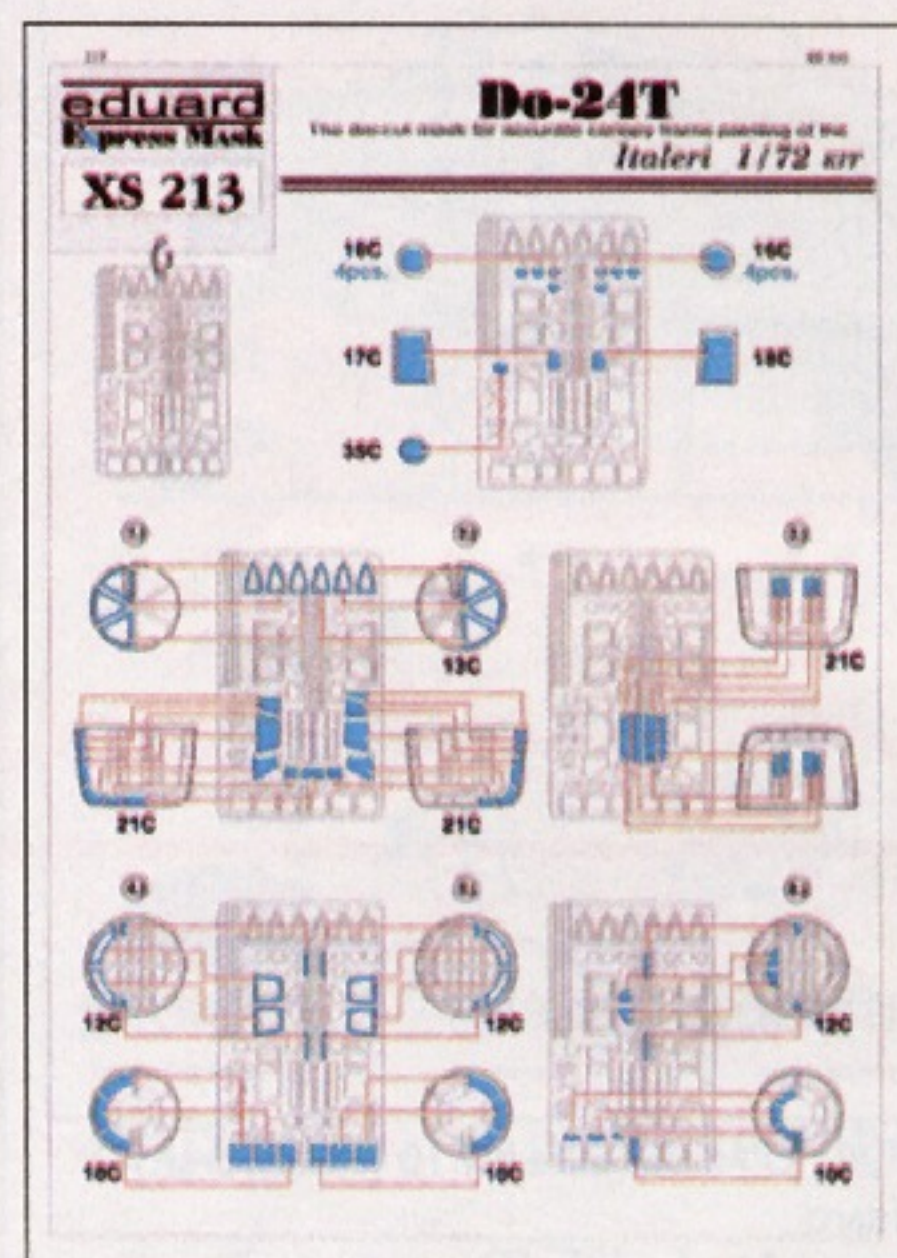
XS211 Me 323 Gigant (Italeri) - Eduard



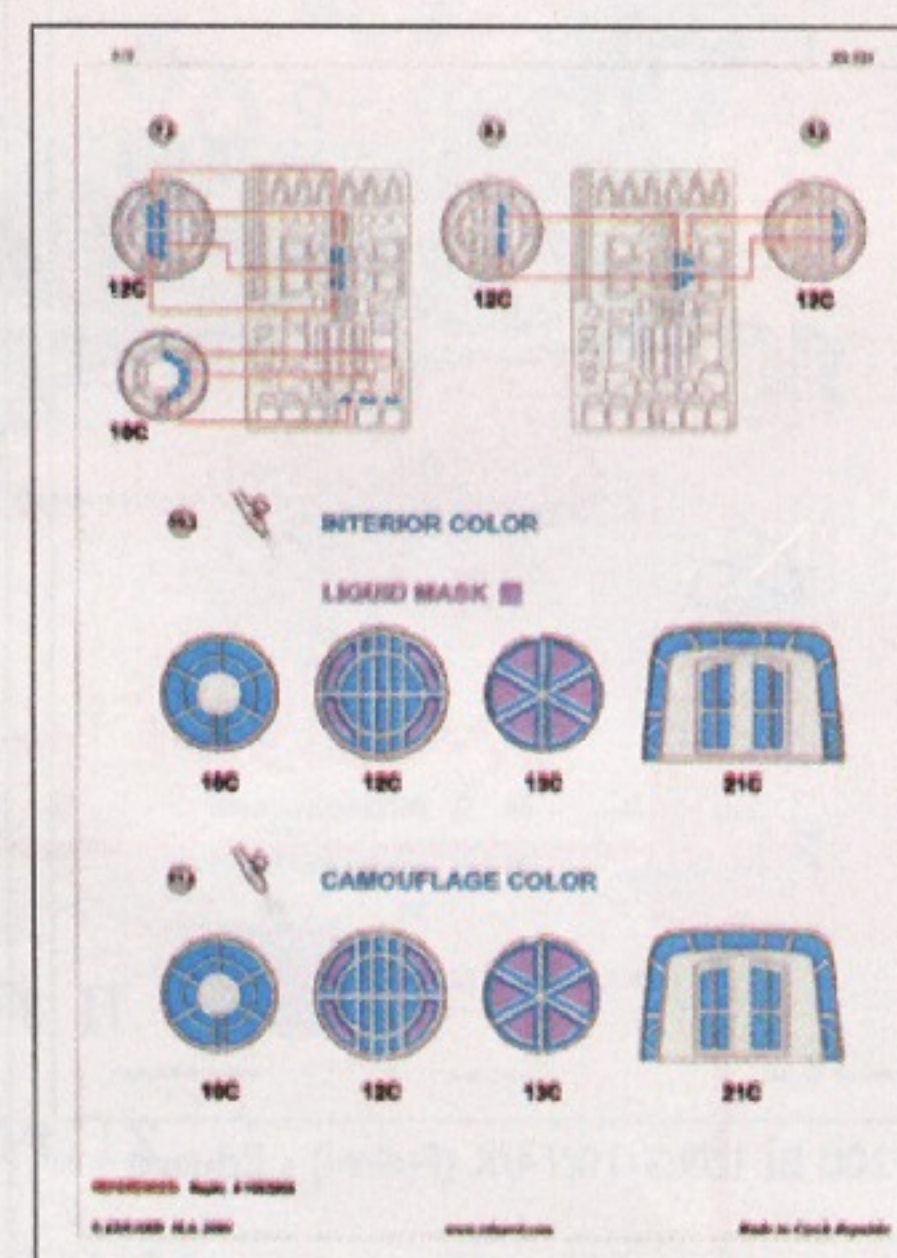
XS212 Su-27 (Italeri) - Eduard



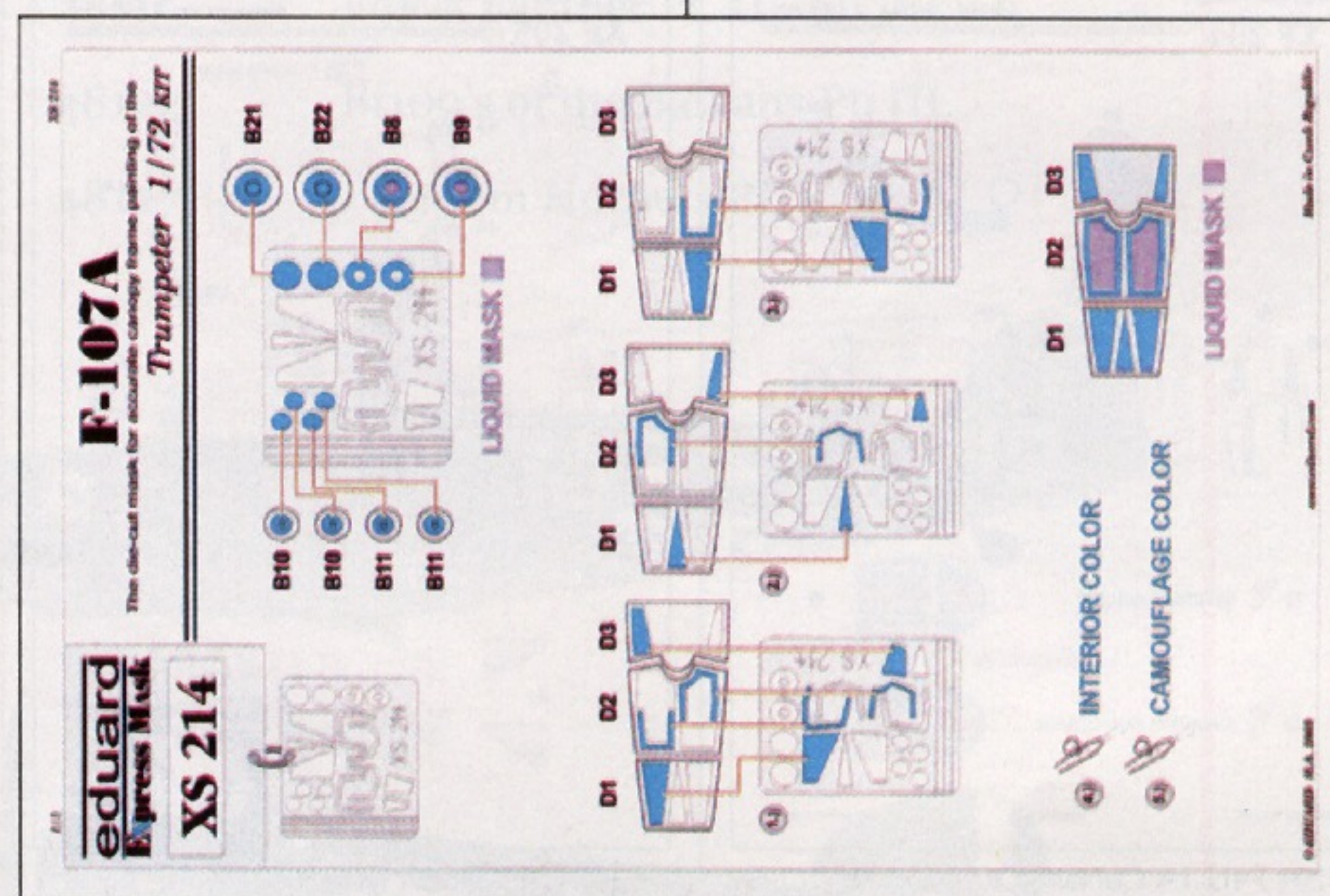
XS212 Su-27 (Italeri) - Eduard



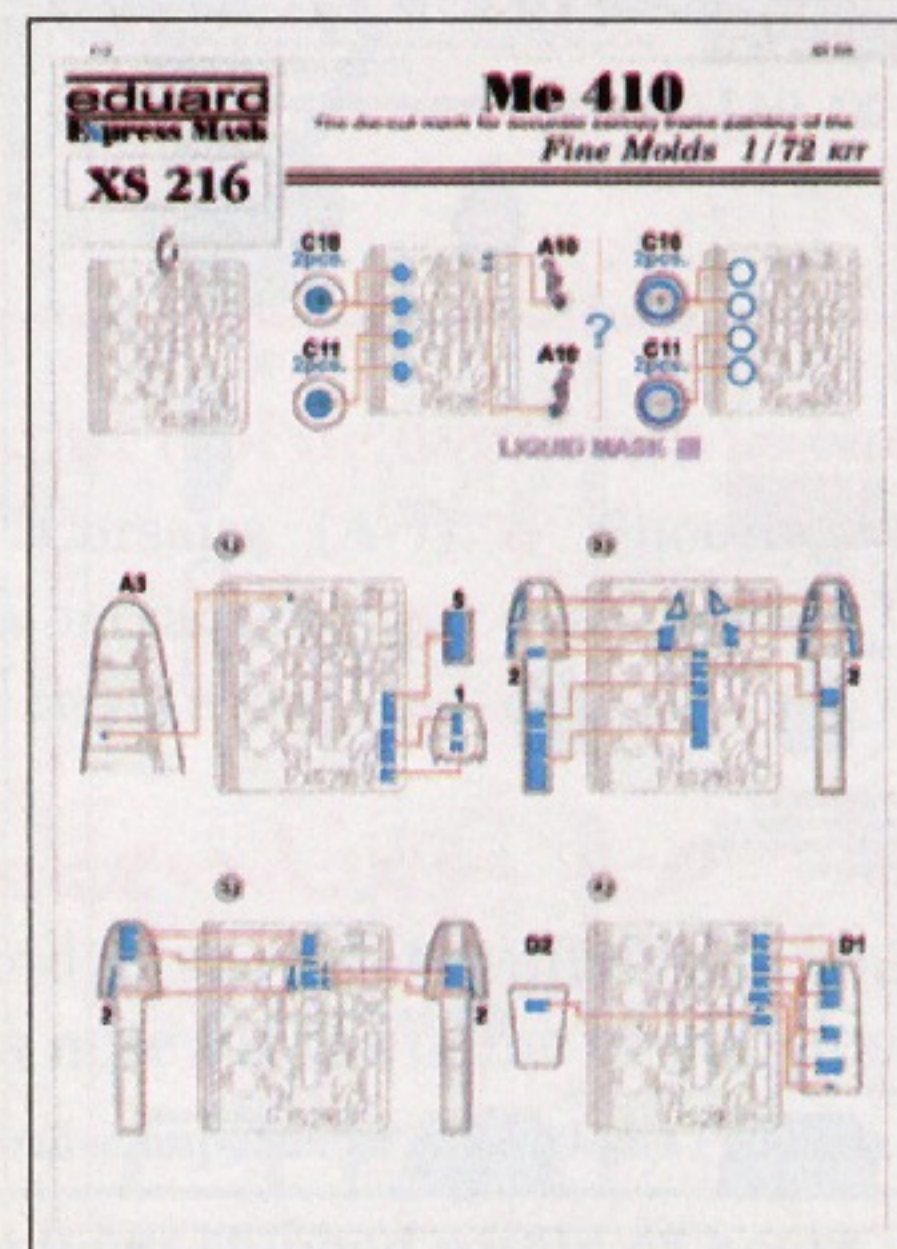
XS213 Dornier Do 24T (Italeri) - Eduard



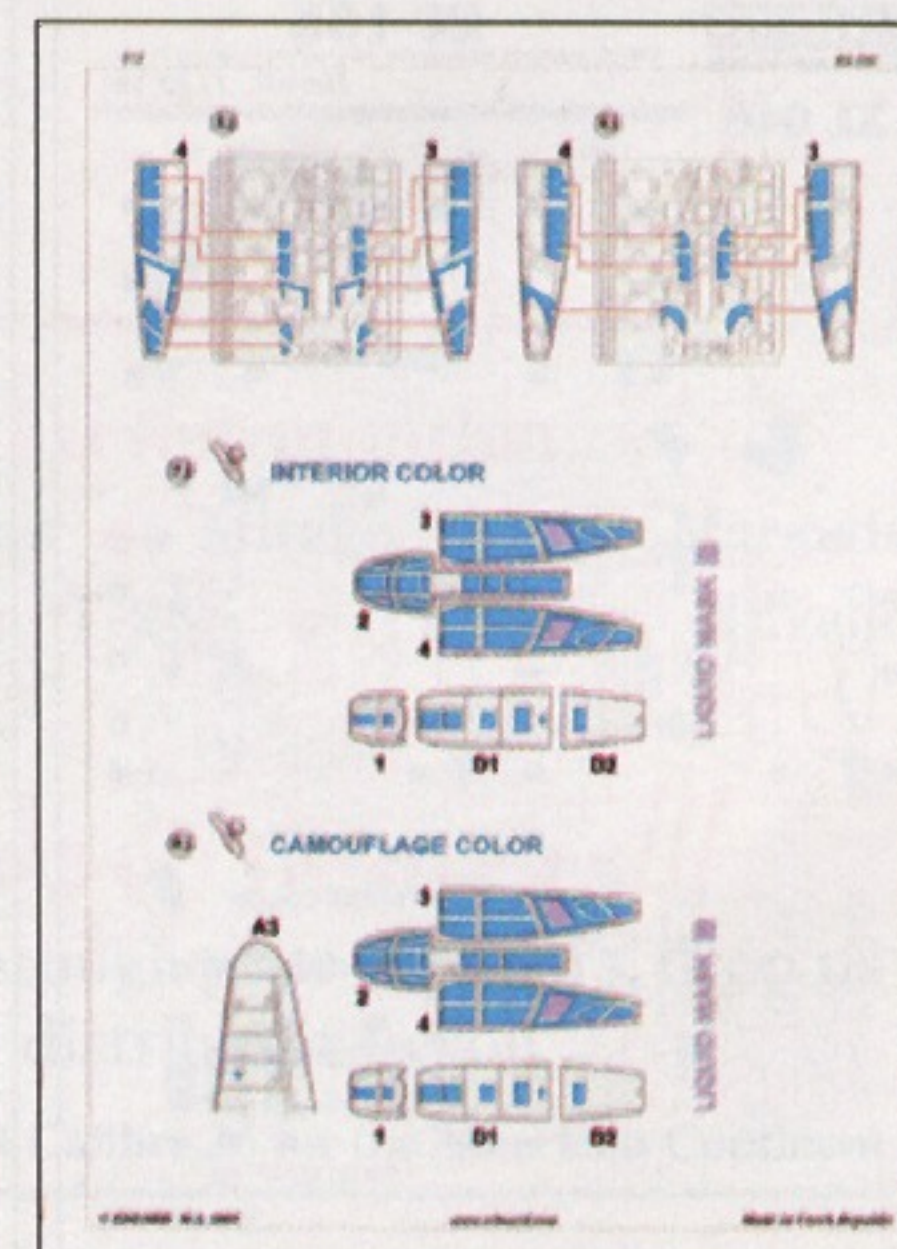
XS213 Dornier Do 24T (Italeri) - Eduard



XS214 N.A. F-107A (Trumpeter) - Eduard



XS216 Me 410 (Fine Molds) - Eduard



XS216 Me 410 (Fine Molds) - Eduard

XF205 - C6N Saiun/Myrt
(Hasegawa), £2.80

1/32nd Scale

XL042 - AH-64D Apache (Kangam),
£2.30

XL044 - H-13 Sioux (Revell), £2.30

XL046 - Eurocopter EC-135 (Revell),
£2.30

Camouflage Scheme Masks

1/72nd Scale

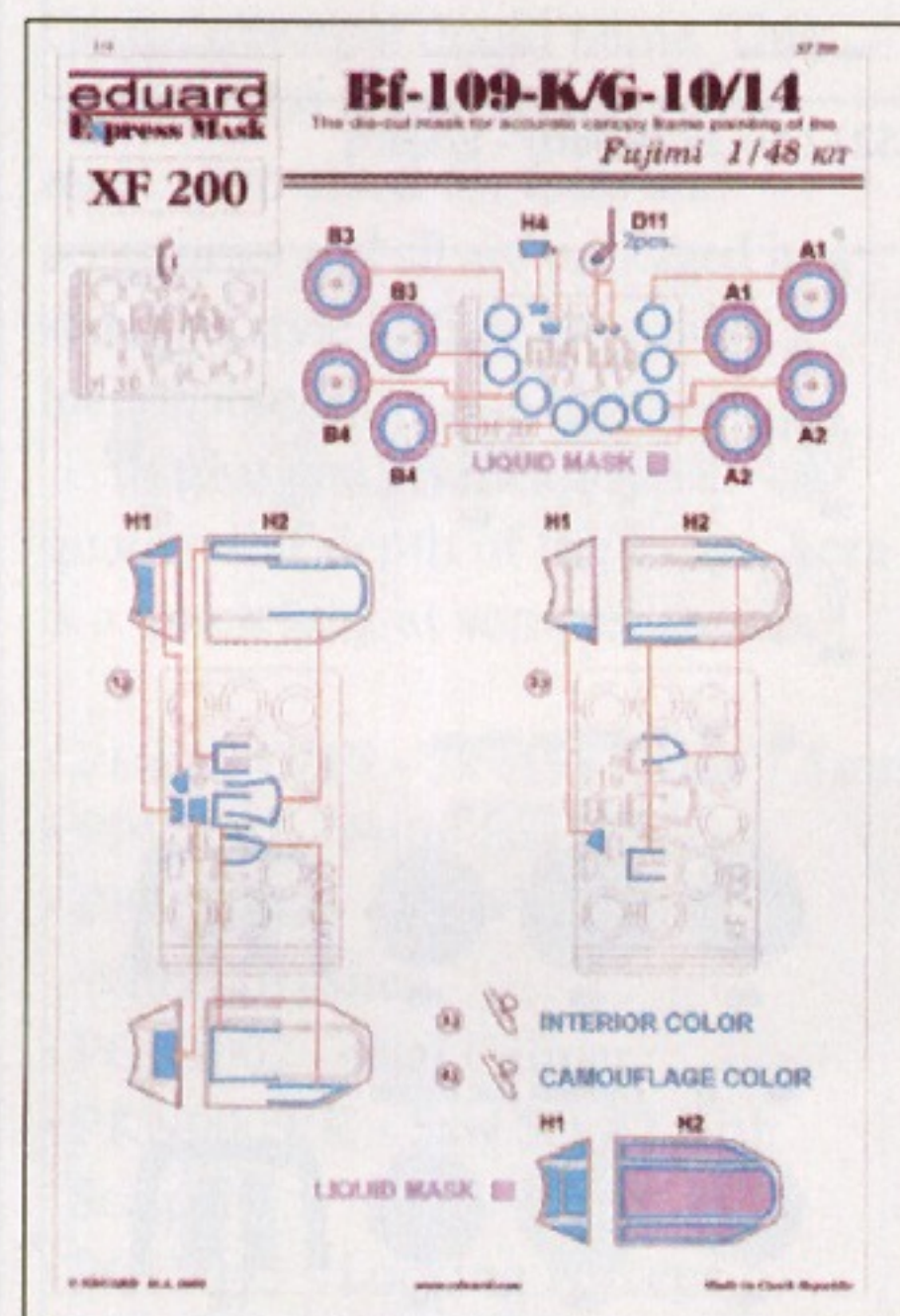
XS558 - N.A. F-107A (Trumpeter),
£4.20

Conclusion

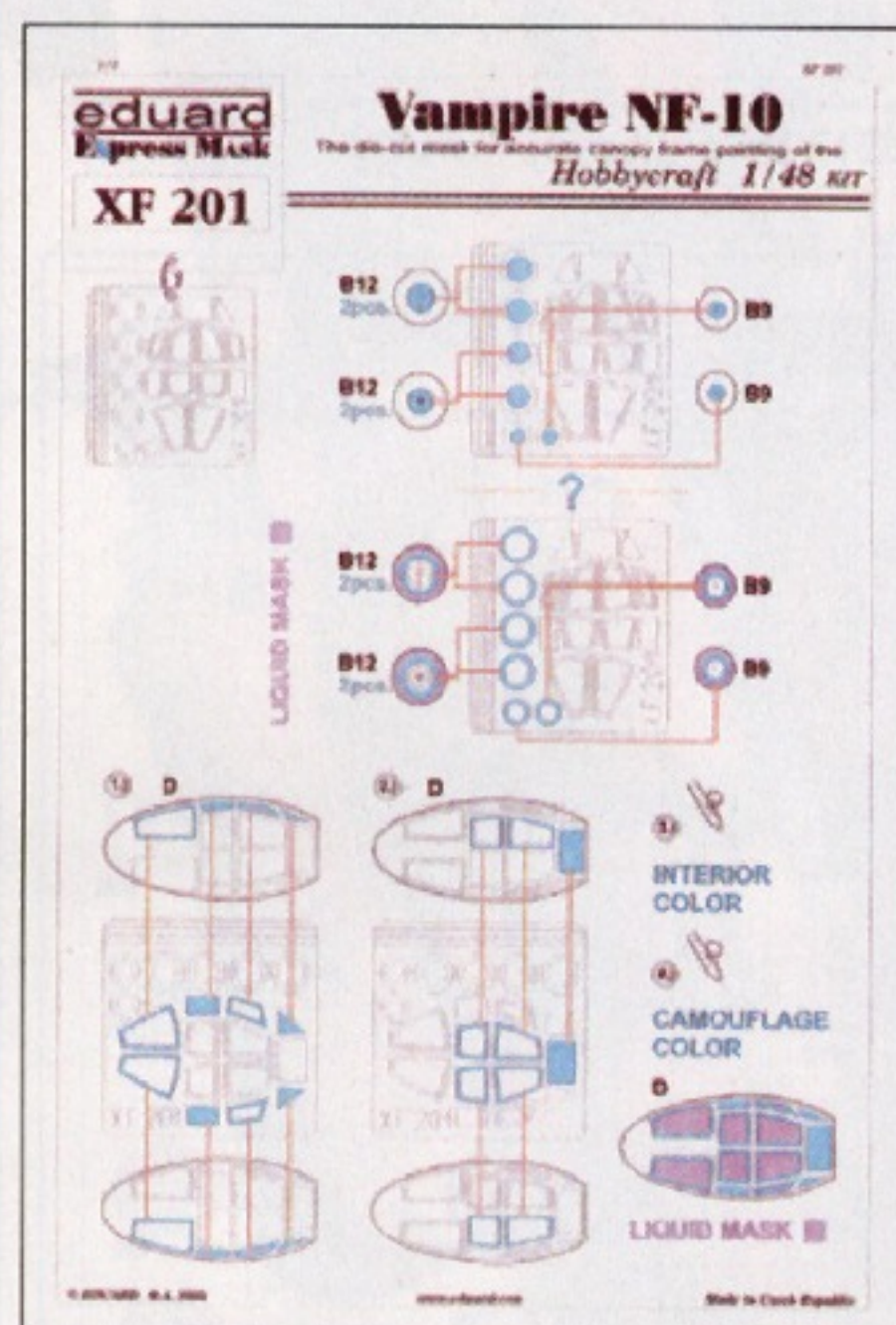
I like the new, rather eye-catching, packaging from Eduard and these

masks are extremely useful, that goes without saying. If you have never given them a go, try them, especially with the more complex glazed subjects like the Me 323 or Do 24. It is great to see masking sets like that for the F-107A's camouflage (well 'markings' actually!), as that will make for a far easier paint job than having to do it all from scratch.

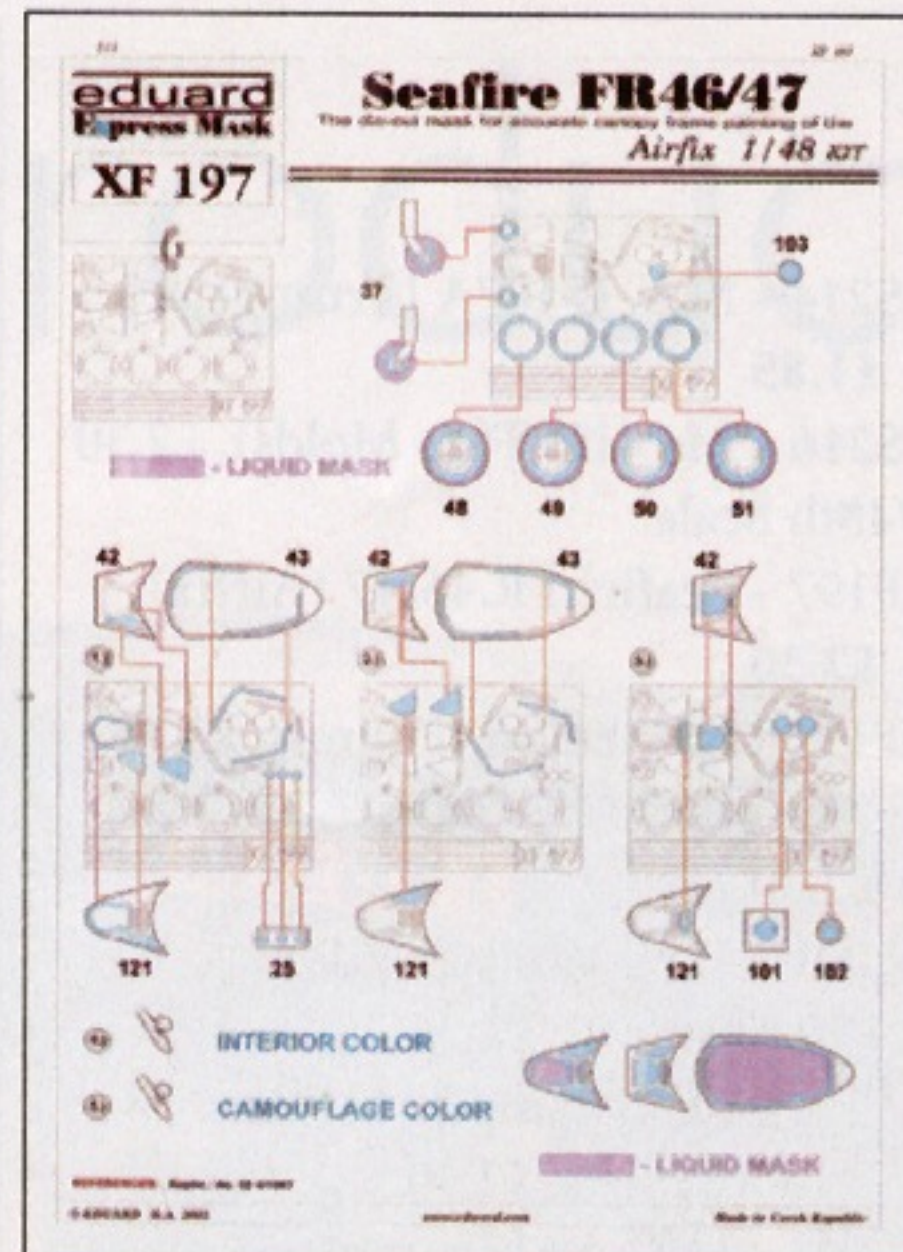
Our thanks to Eduard M.A. for the review samples. UK modellers should contact Hannants or LSA Models for price and availability.



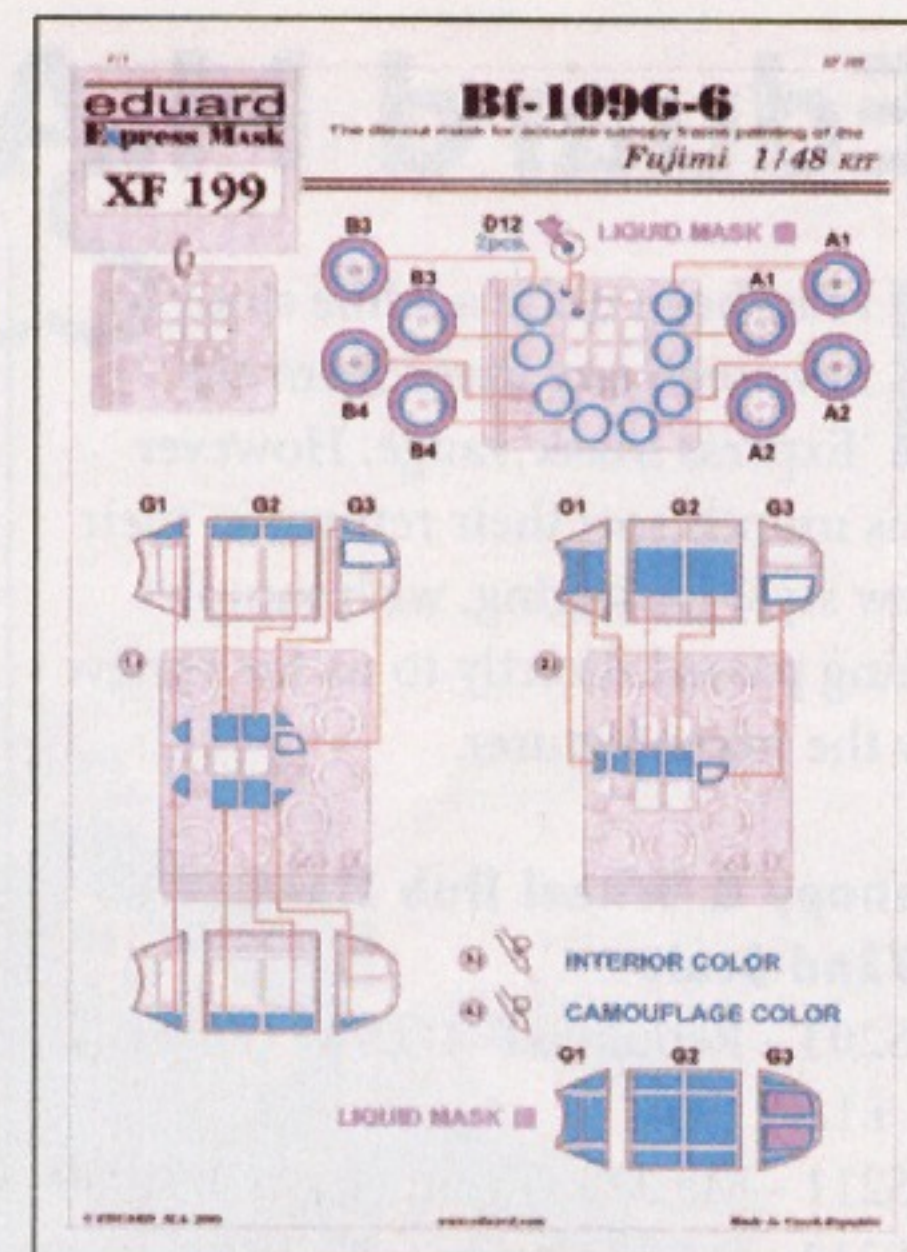
XF200 Bf 109G-10/14/K (Fujimi) - Eduard



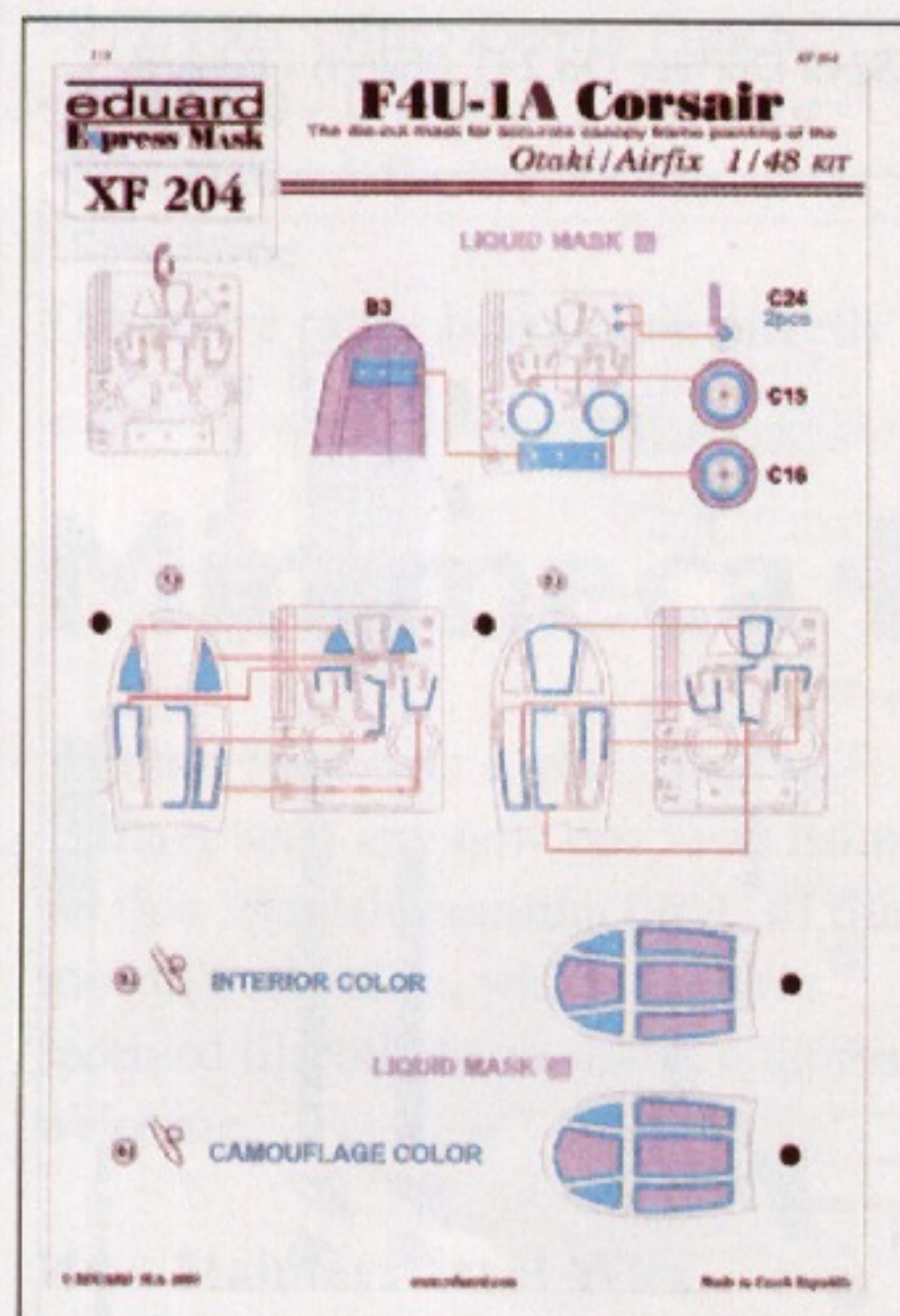
XF201 D.H. Vampire NF.10 (Hobbycraft) - Eduard



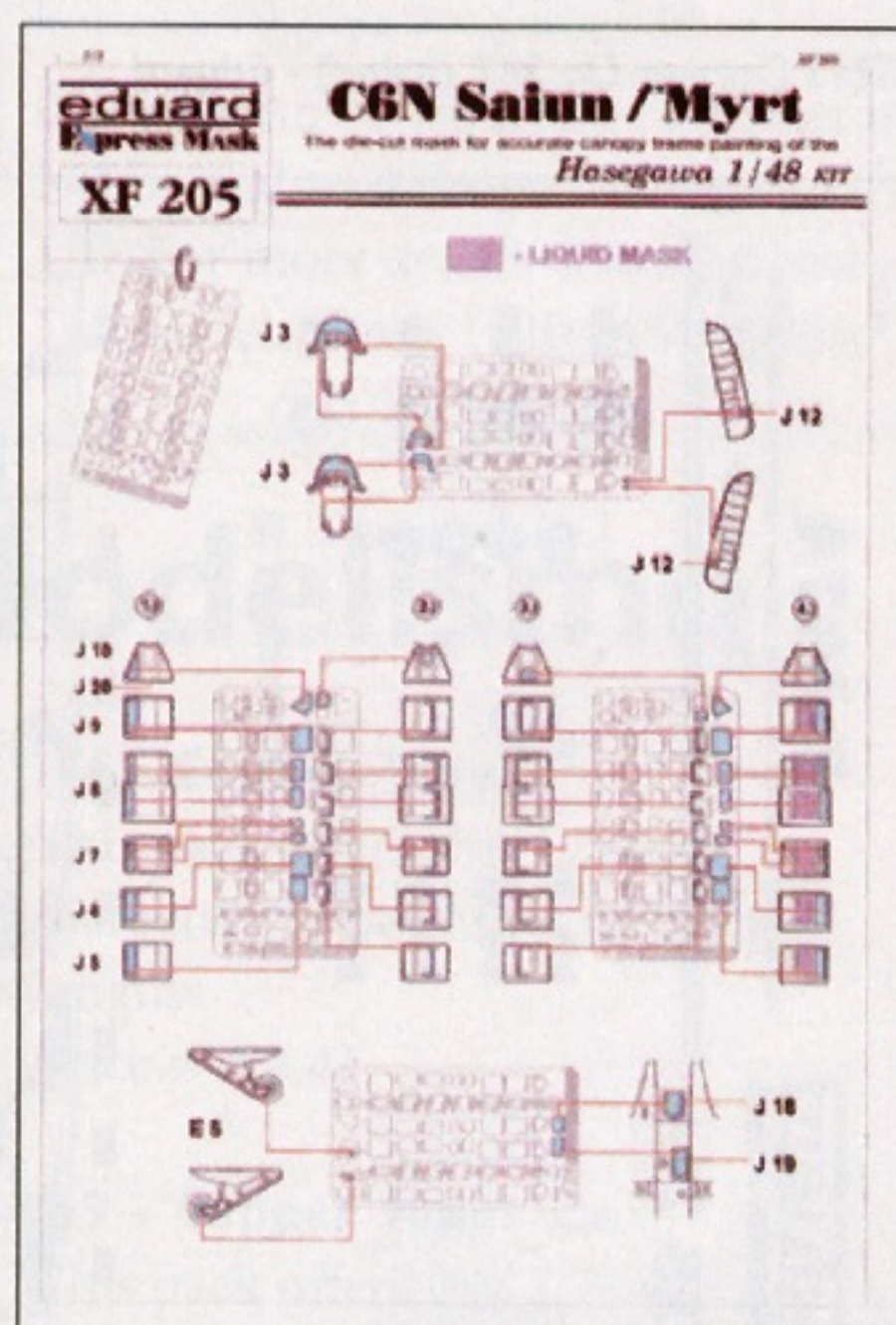
XF197 Seafire FR.46/47 (Airfix) - Eduard



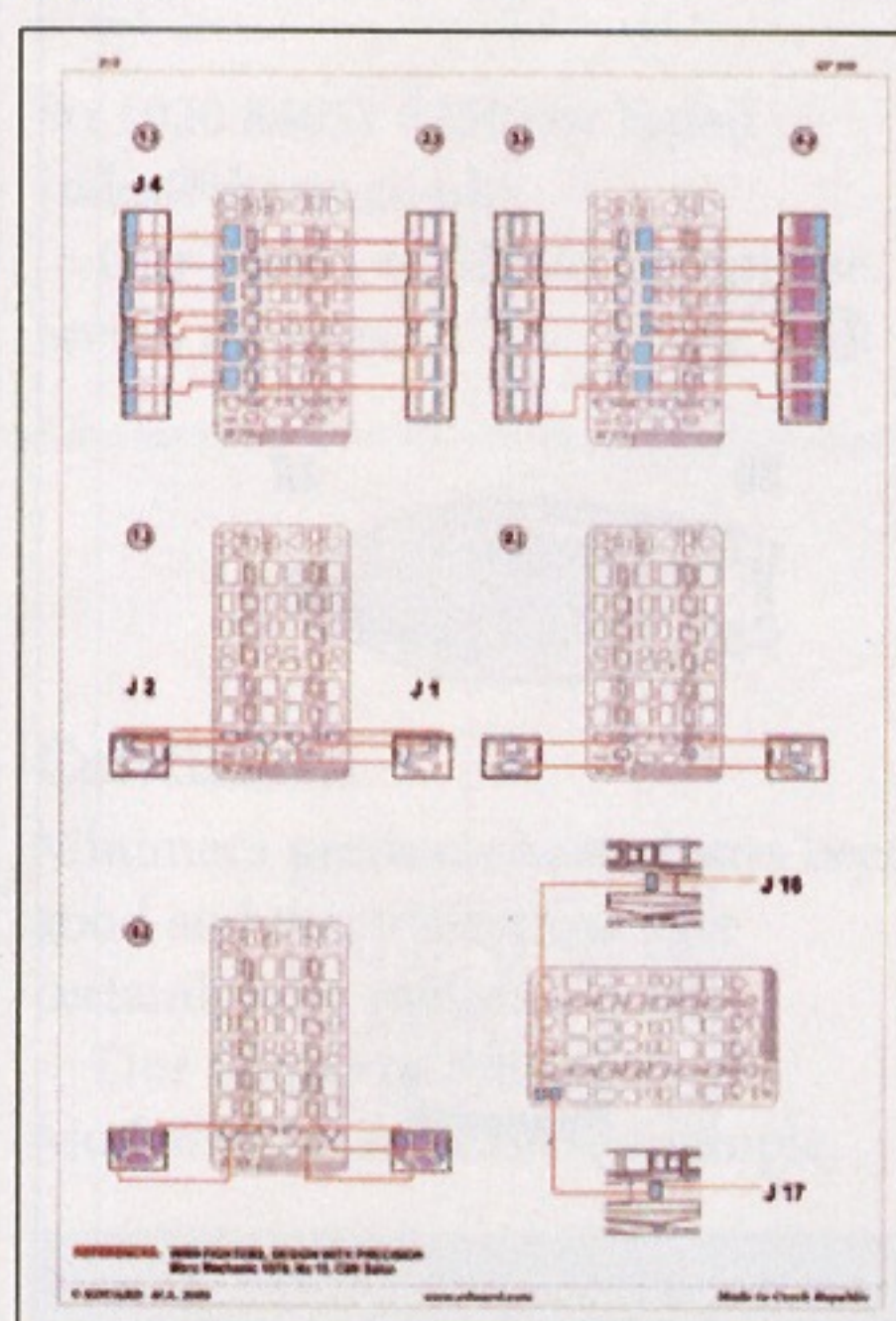
XF199 Bf 109G-6 (Fujimi) - Eduard



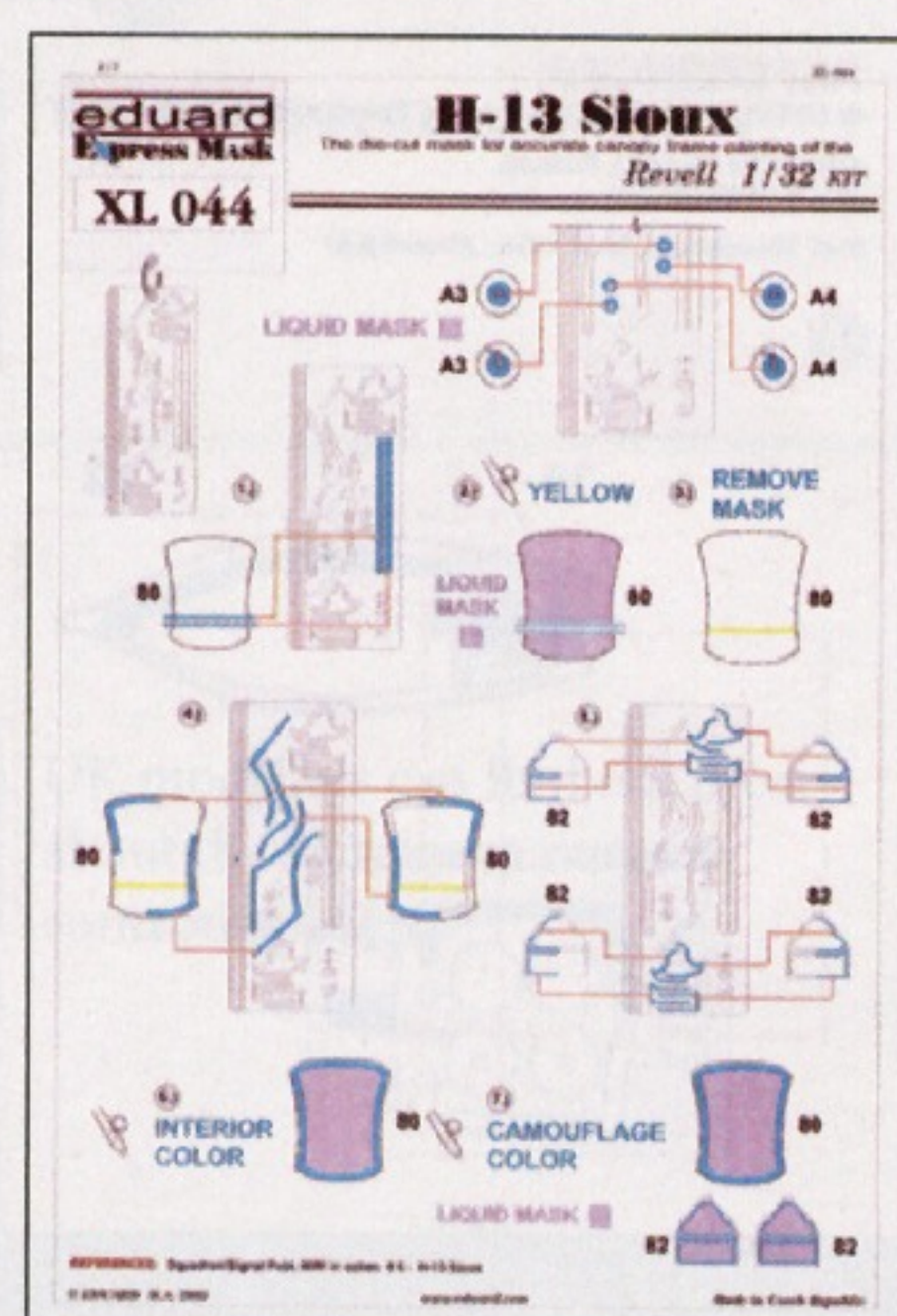
XF204 F4U-1A Corsair (Otaki/Airfix) - Eduard



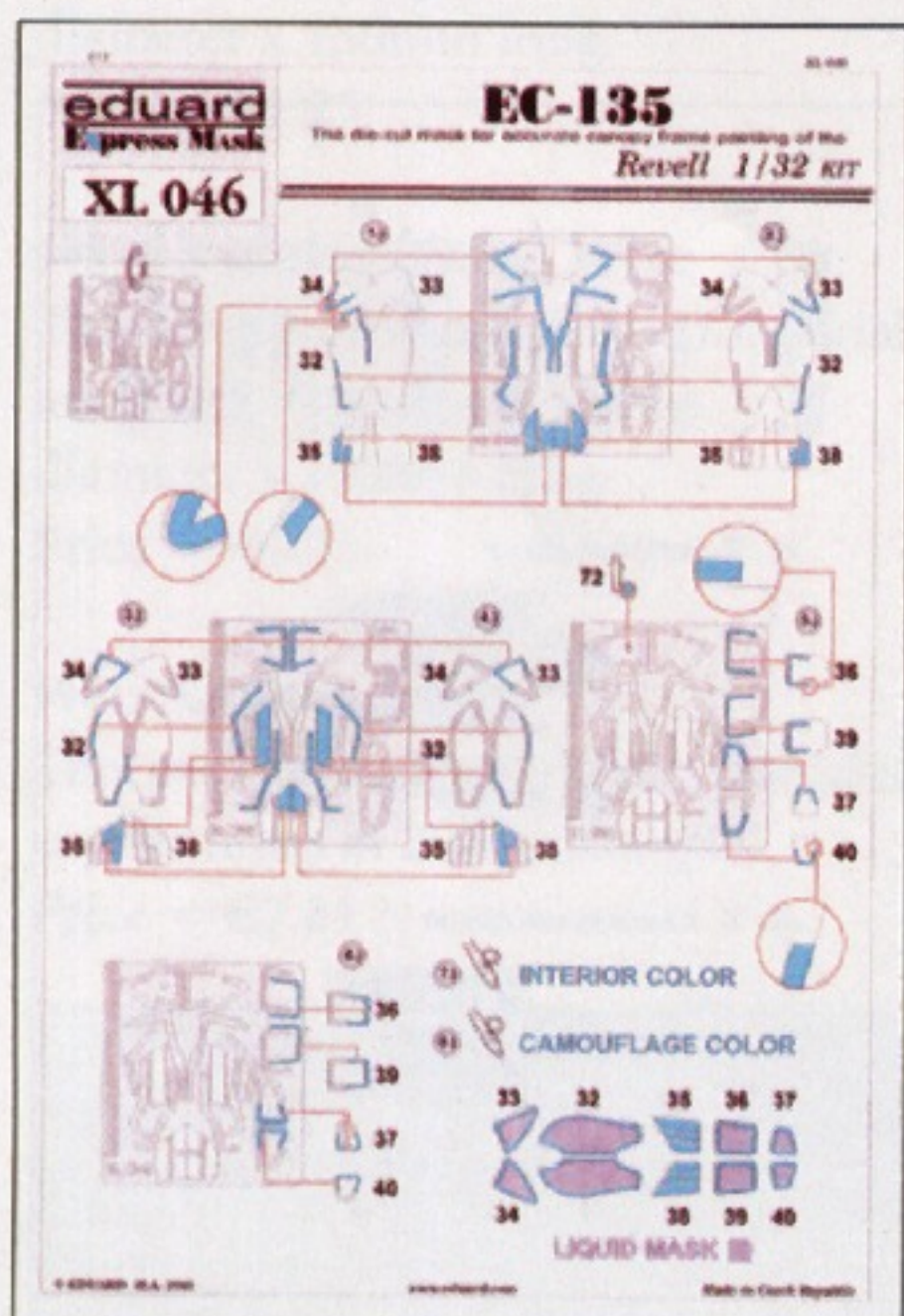
XF205 C6N Saiun/Myrt (Hasegawa) - Eduard



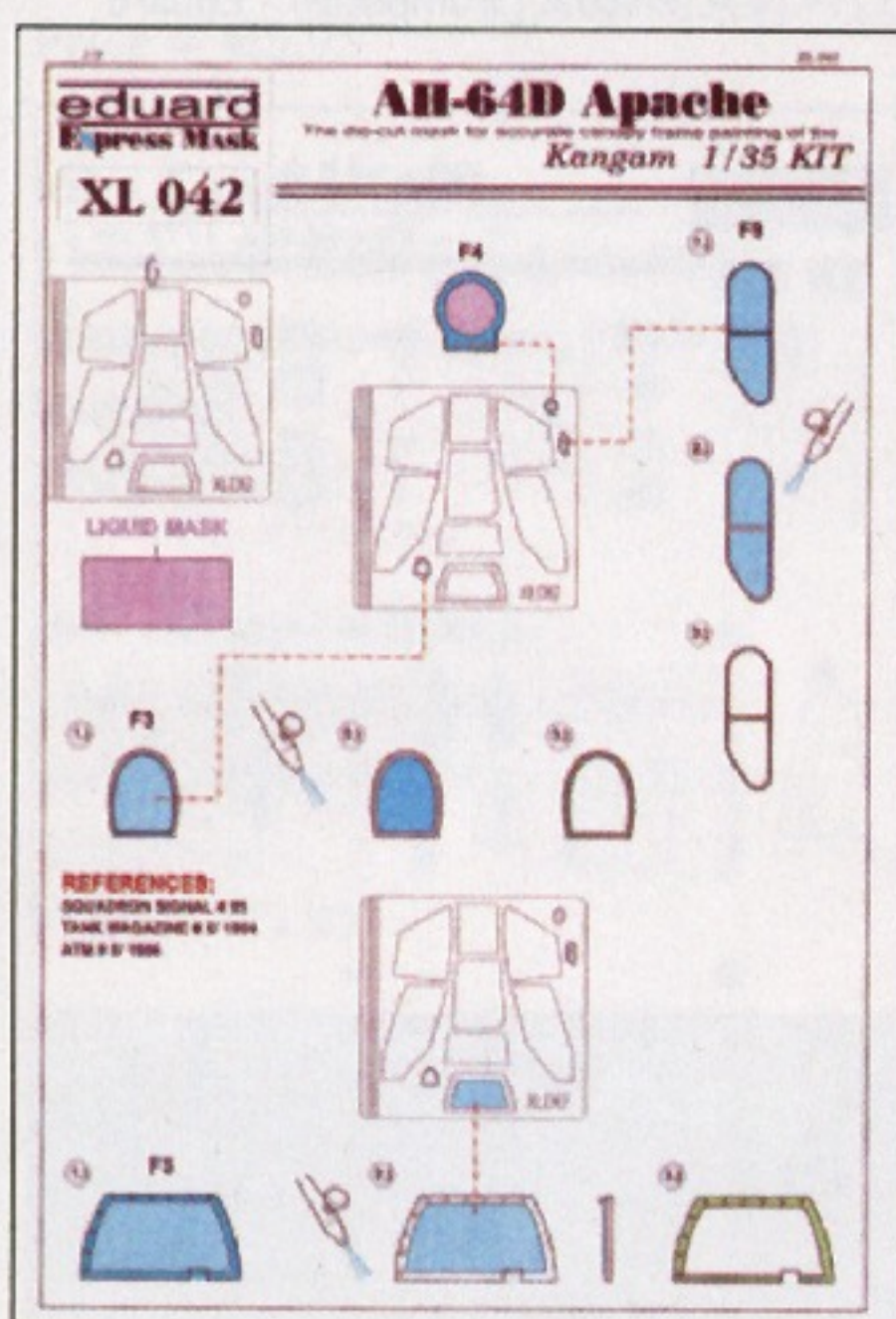
XF205 C6N Saiun/Myrt (Hasegawa) - Eduard



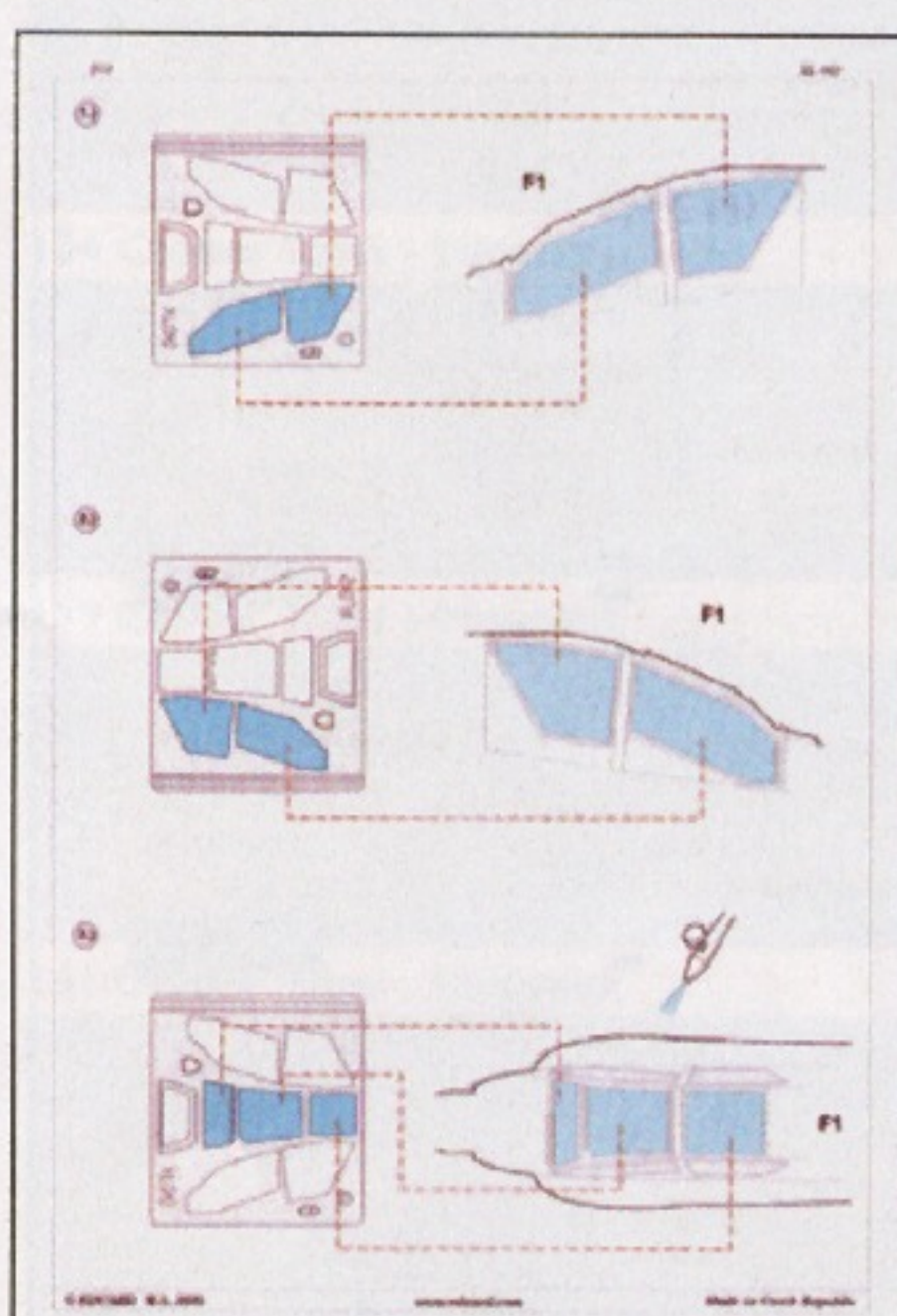
XL044 H-13 Sioux (Revell) - Eduard



XL046 Eurocopter EC-135 (Revell) - Eduard



XL042 AH-64D Apache (Kangam) - Eduard



XL042 AH-64D Apache (Kangam) - Eduard



XS558 N.A. F-107A (Trumpeter) - Eduard



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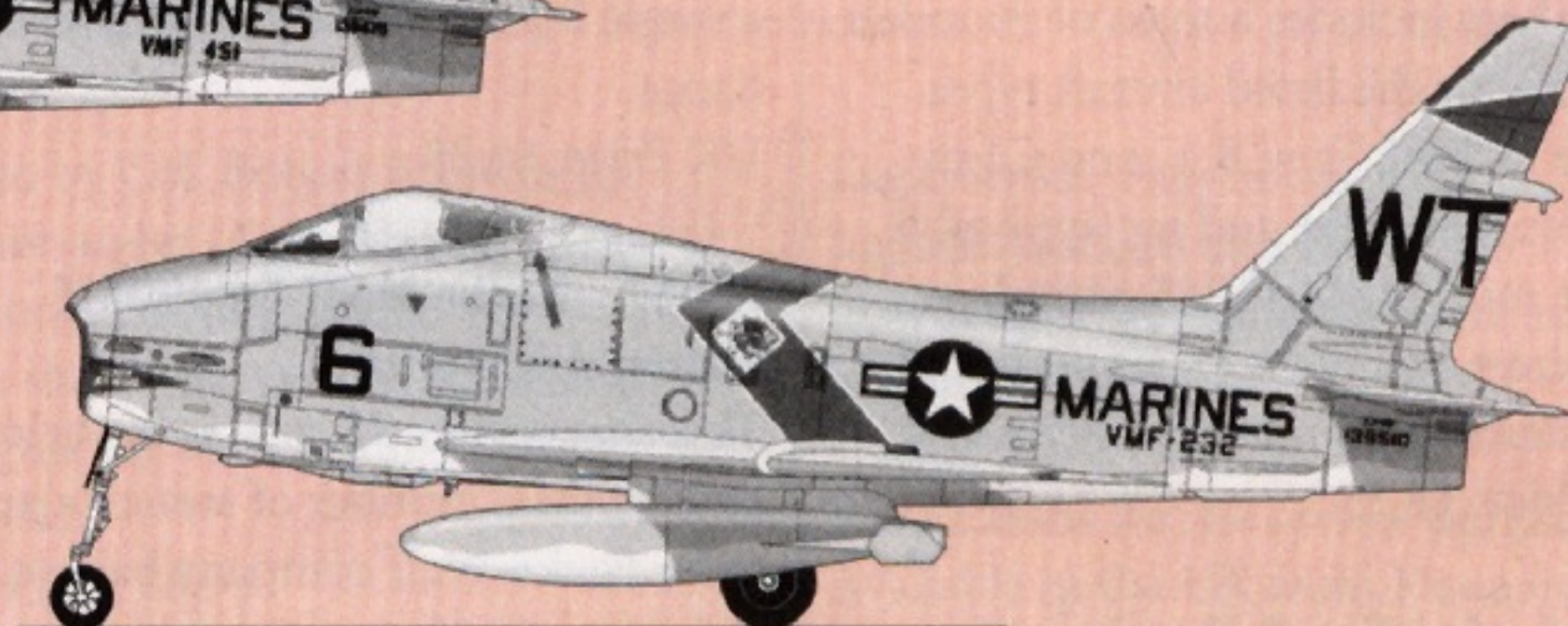
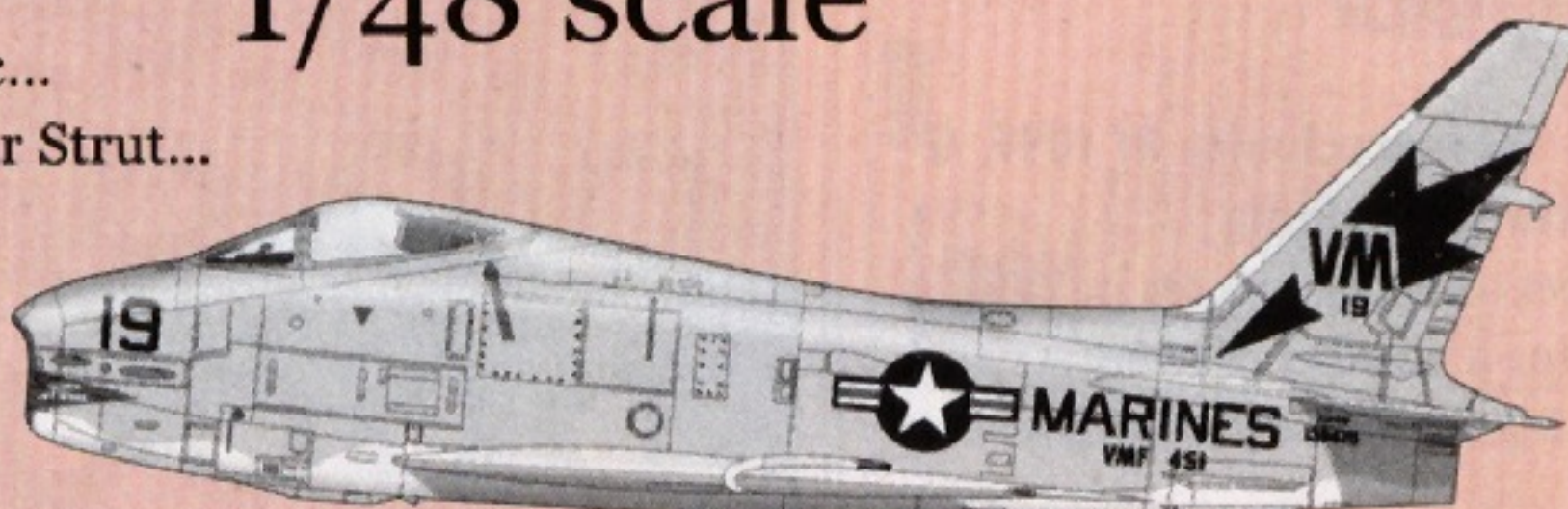
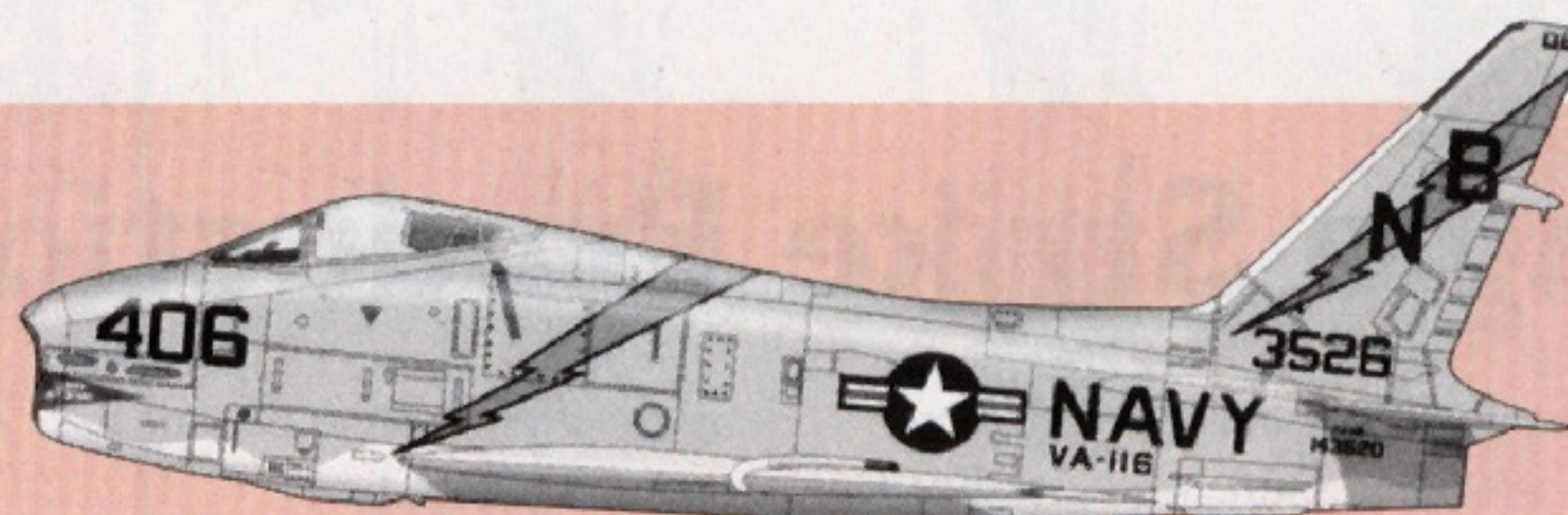


FJ-4B Fury

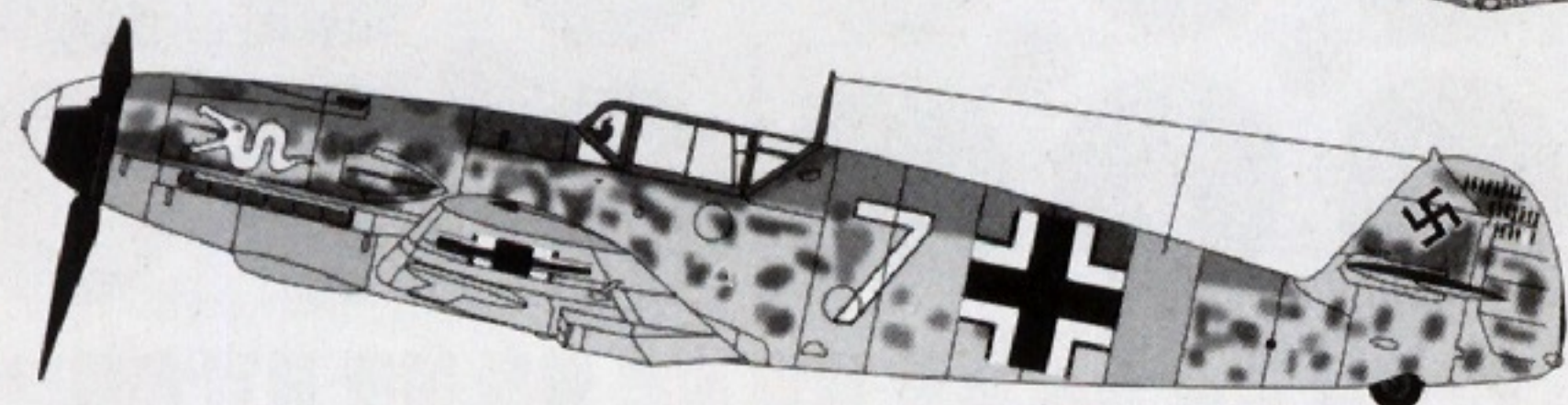
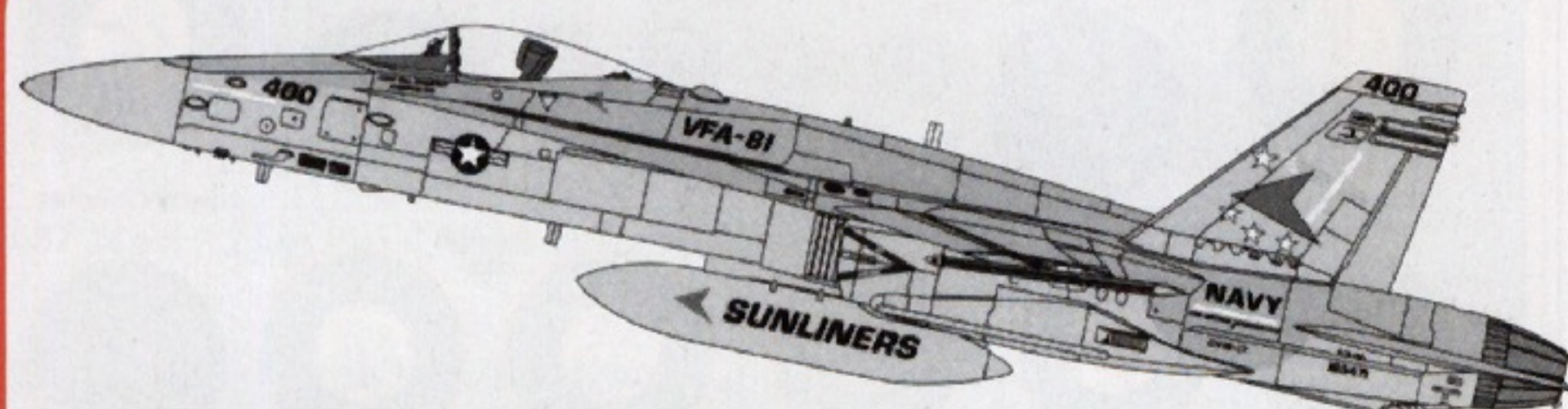
1/48 scale

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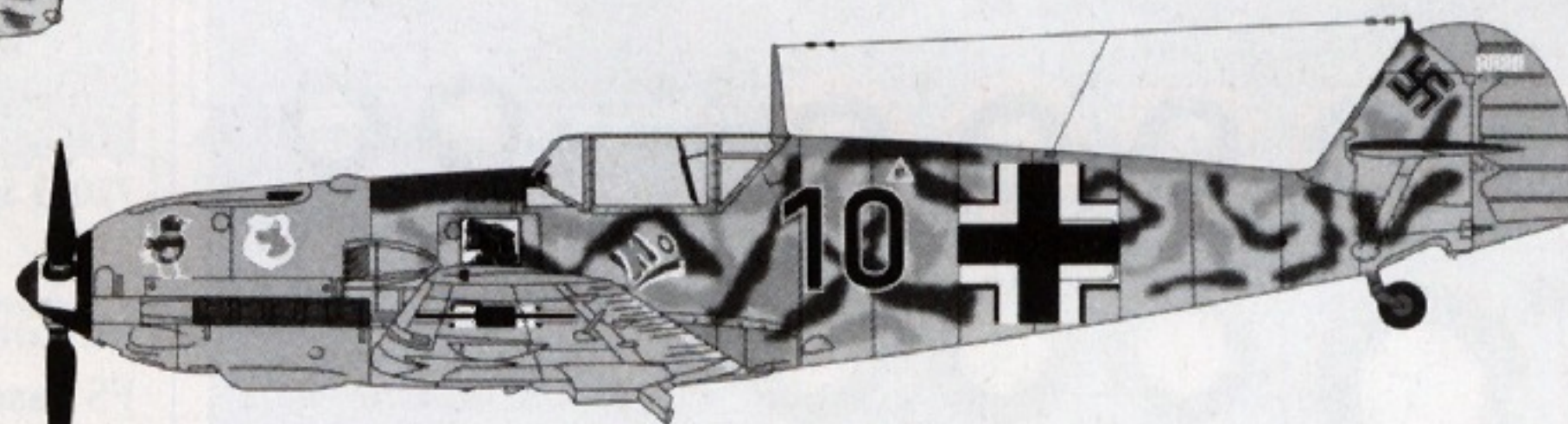
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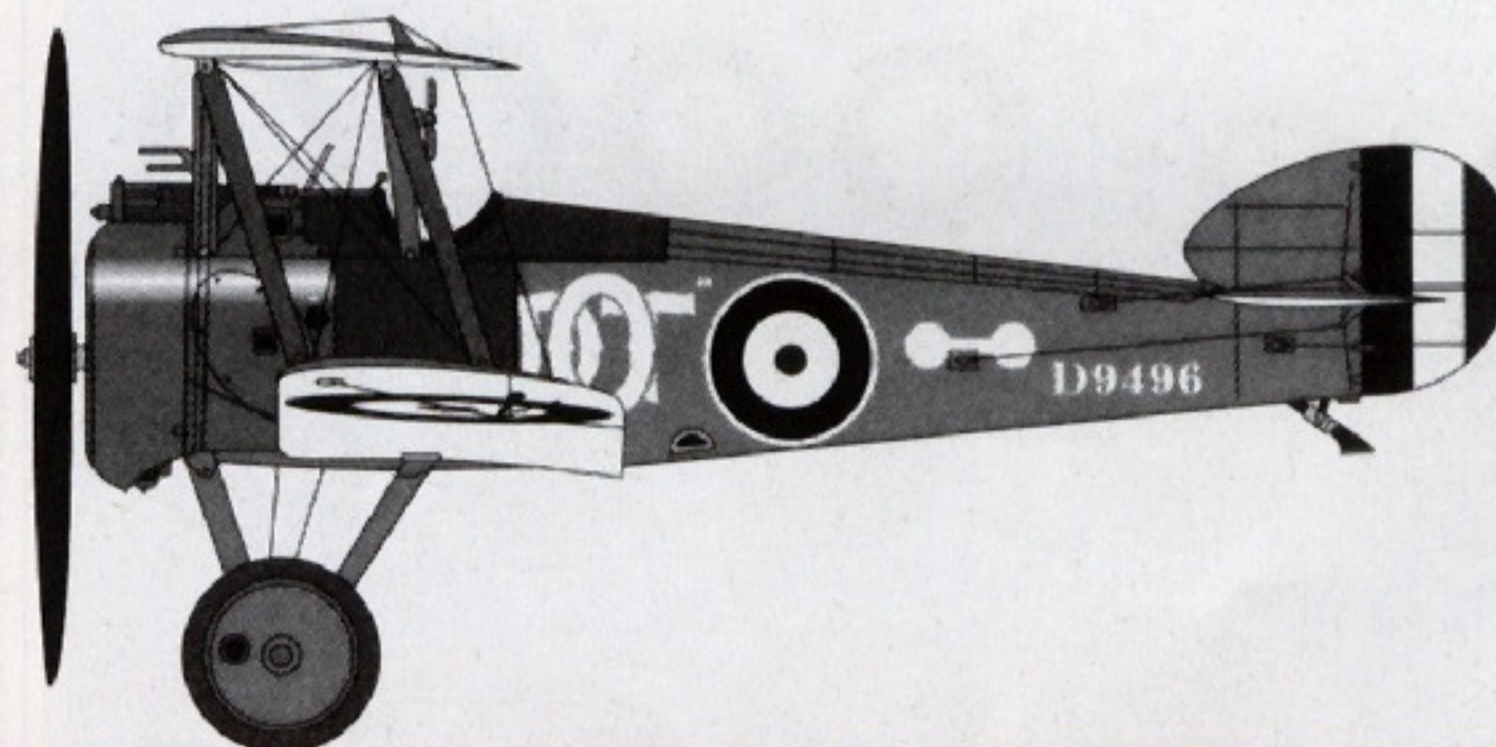
Eagle Strike Decals Late May Release



- 32048 Pacific Corsairs Pt. II.
- 48100 American Jabos Pt. IX.
- 48106 Slybirds the 353 F.G. Mustangs Pt. III.
- 48115 F9F-5 Panther Pt. II.
- 48122 Bf109's of the Balkans Pt. III.
- 48127 Freedom Hornets Pt. I.



- 48128 Freedom Hornets Pt. II.
- 48129 Sopwith F.1 Camels Pt. II.
- 72070 Augsburg Flyers Pt. I.
- 72071 Augsburg Flyers Pt. II.
- 72072 Freedom Hornets Pt. I.
- 72073 Freedom Hornets Pt. II.



The following titles are ready to go to print, and will be available in the next few months:

- 1/32 Korean Aces (F-86) • 1/48 F9F Panthers • Colorful Corsairs (A-7) • Shooting Stars • Mirage F-1 • Marauders Hellcats • Hayates • JFK Airwing 2001/2002 • Supersabres • Airacobras • T-28 • T-6 • Invaders • All kinds of national insignias • etc....

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Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

Eagle Strike Productions

The latest batch of new releases from this American manufacturer has been sent directly to us for review.

1/72nd Scale

72063 - Spitfire, Hurricane, Typhoon & Tempest Roundels [Late]

This sheet includes a mass of roundels suitable for the listed aircraft types. These include Type B, C and C1 in various diameters and are applicable to the mid-1942 to 1945 period. The sheet also includes a number of fin flashes and some rank pennants. UK Price: £6.35

72064 - Spitfire & Hurricane Roundels [Early]

This sheet offers a mass of roundels suitable for the above two aircraft types. These comprise Type A, A1 and B in various diameters and are applicable to the 1939 to mid-1942 period. The sheet also includes a number of

lengths of fin flash and some gas detection panels.

UK Price: £6.35

72066 - Messerschmitt Bf 109F, G & K National Insignia

This sheet offers 84 crosses in various styles, plus a number of swastika and a single Messerschmitt company badge.

UK Price: £6.35

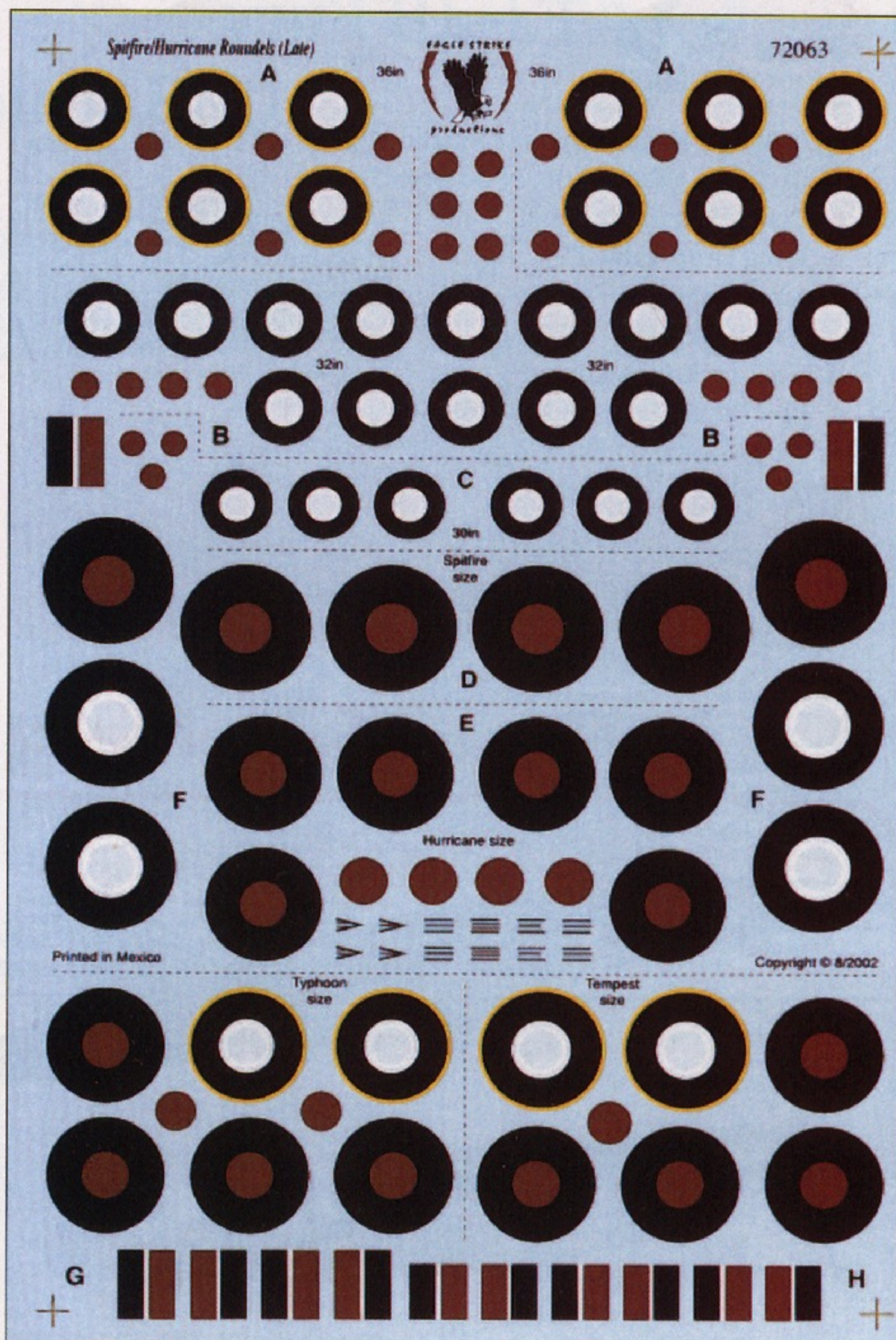
72067 - Focke-Wulf Fw 190A/F National Insignia

This sheet offers 82 crosses in various styles, plus a number of swastika and three Focke-Wulf company badges. UK Price: £6.35

1/48th Scale

48087 - 362nd FG Jugs Part II

- 1. P-47D-30-RE, 'Gooch', 44-20737 of the 377th FS, 362nd FG based at Prosnes, France in September 1944.
- 2. P-47D-30-RA, 'Why Pick on Me!!!', 44-33522 flown by Lt Robert



72063 Spitfire, Hurricane, Typhoon & Tempest Roundels [Late] - Eagle Strike Productions

McCormack of the 379th FG, 362nd FS based at Rouvres, France in early 1945.

- 3. P-47D-25-RE, 'Chuck's Wagon', 42-26470 flown by 1st Lt. Charles Mann of the 377th FS, 362nd FG based at Rouvres in early 1945.

This sheet offers all the unique markings for each option plus national insignia and tail bands for two machines. This sheet is also available in 1/72nd scale as 72058. UK Price: £8.99

48108 - Skyraiders of the Fleet

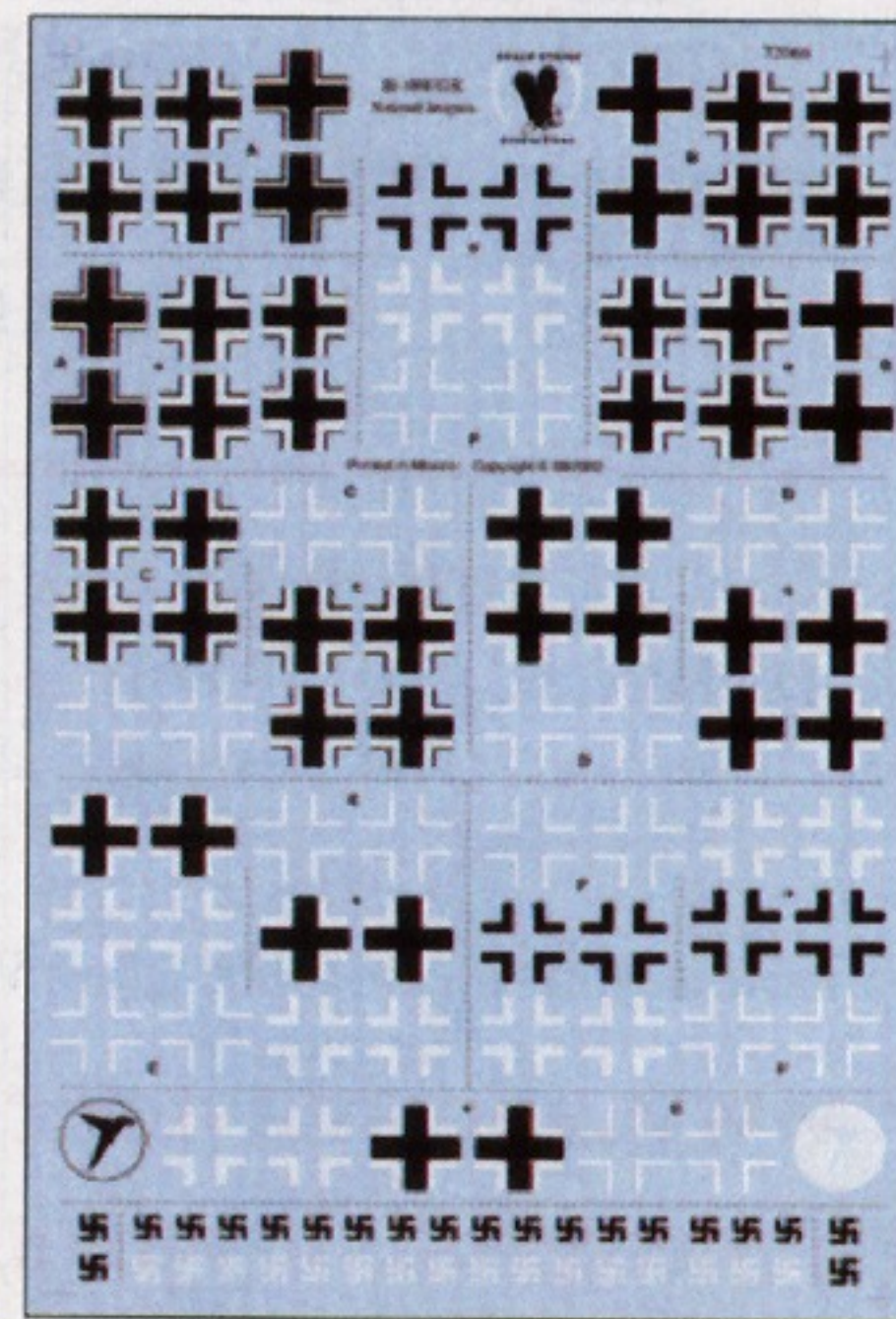
- 1. A-1H Skyraider, BuNo. 139802 of VA-75 on USS Independence in the mid-1960s.
- 2. A-1H Skyraider, BuNo. 142065 of VA-165 on USS Intrepid in the mid-1960s.
- 3. AD-4N Skyraider, •21-LE of EAA 1-21 based at Djibouti in 1967.

This sheet offers all the unique markings and national insignia for each option.

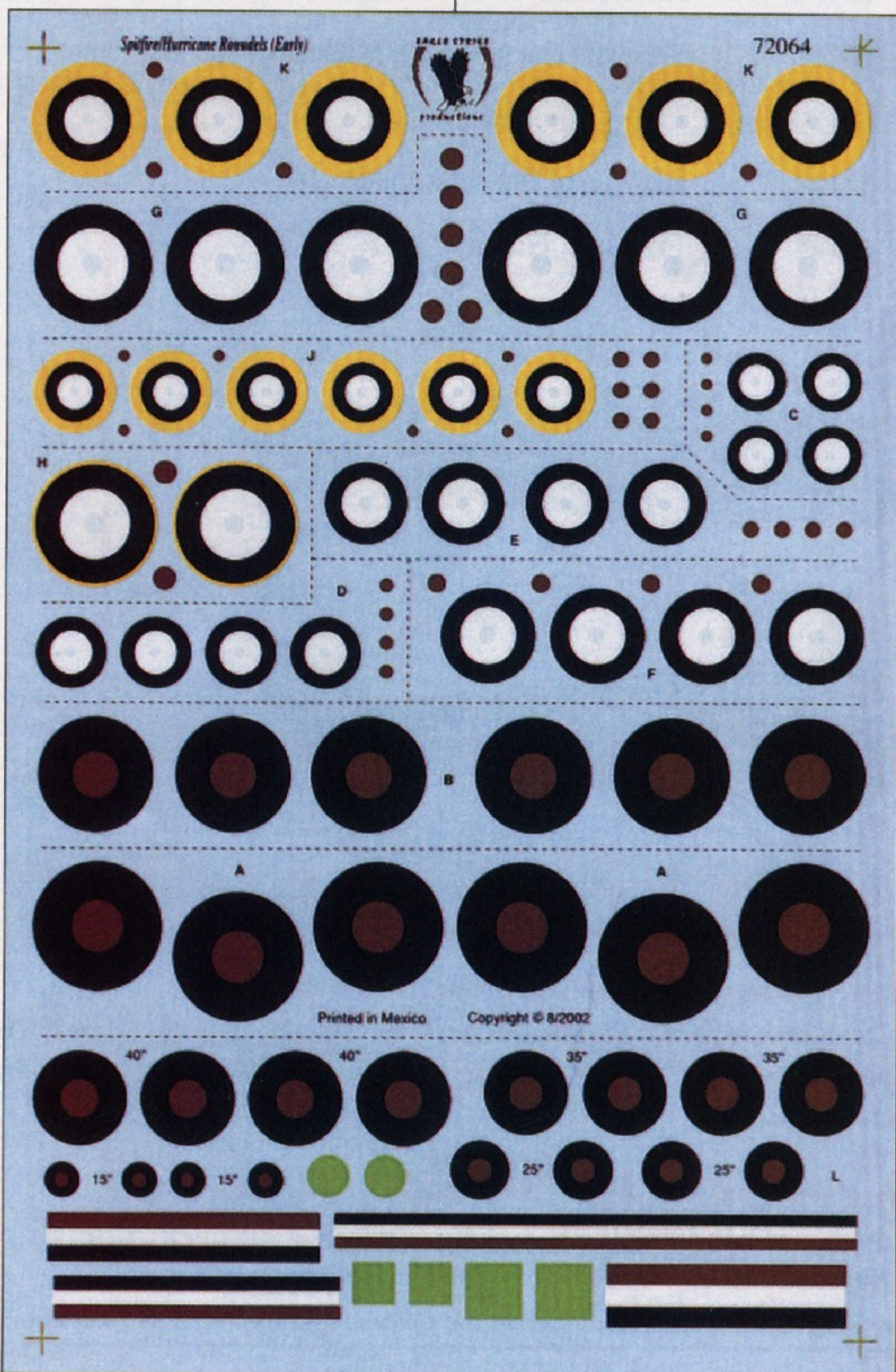
UK Price: £8.99

48114 - F9F-5 Panther

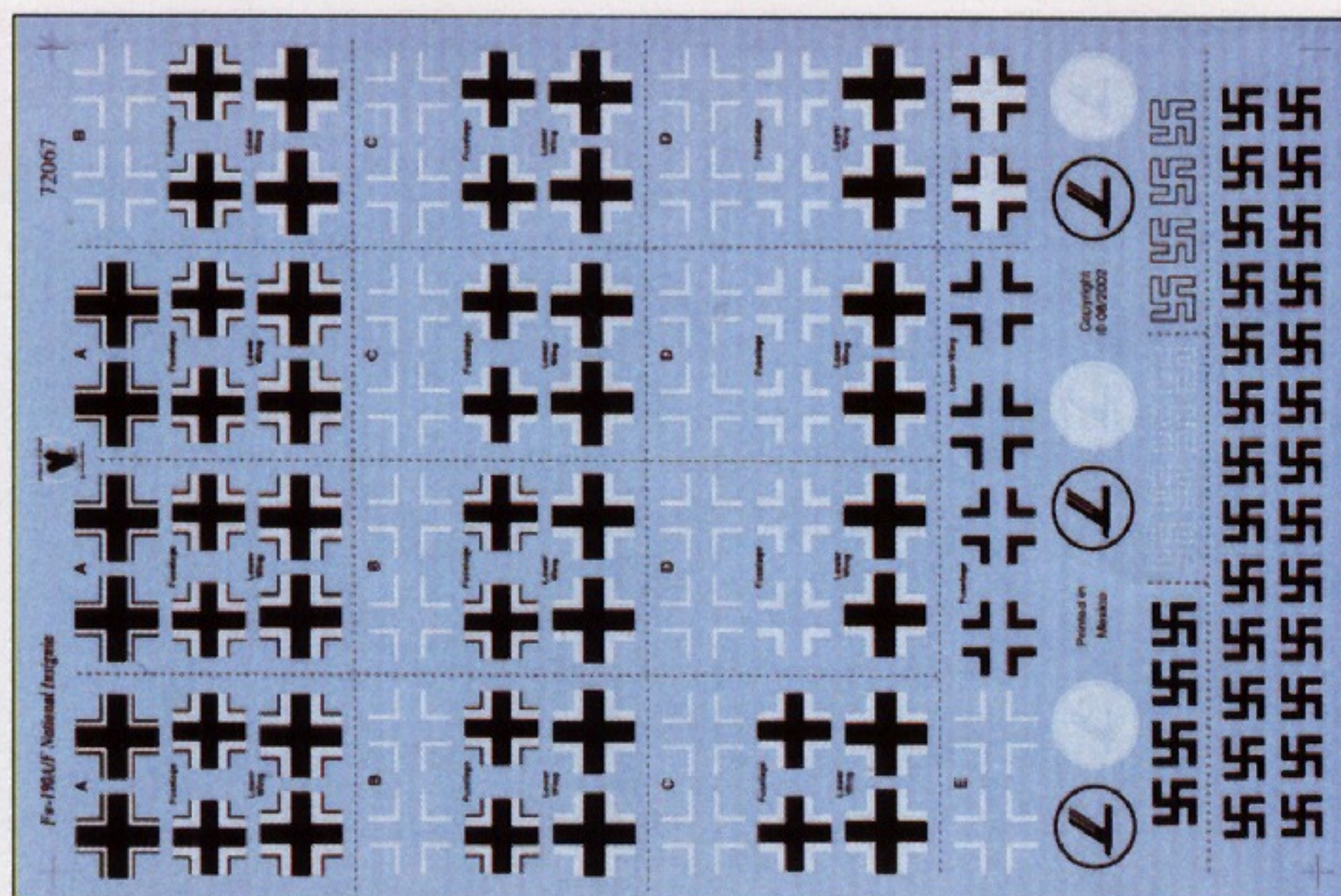
- 1. F9F-5 Panther, BuNo. 126652, '312/H' of VF-153 on USS Princeton in May 1953.
- 2. F9F-5 Panther, BuNo. 126132,



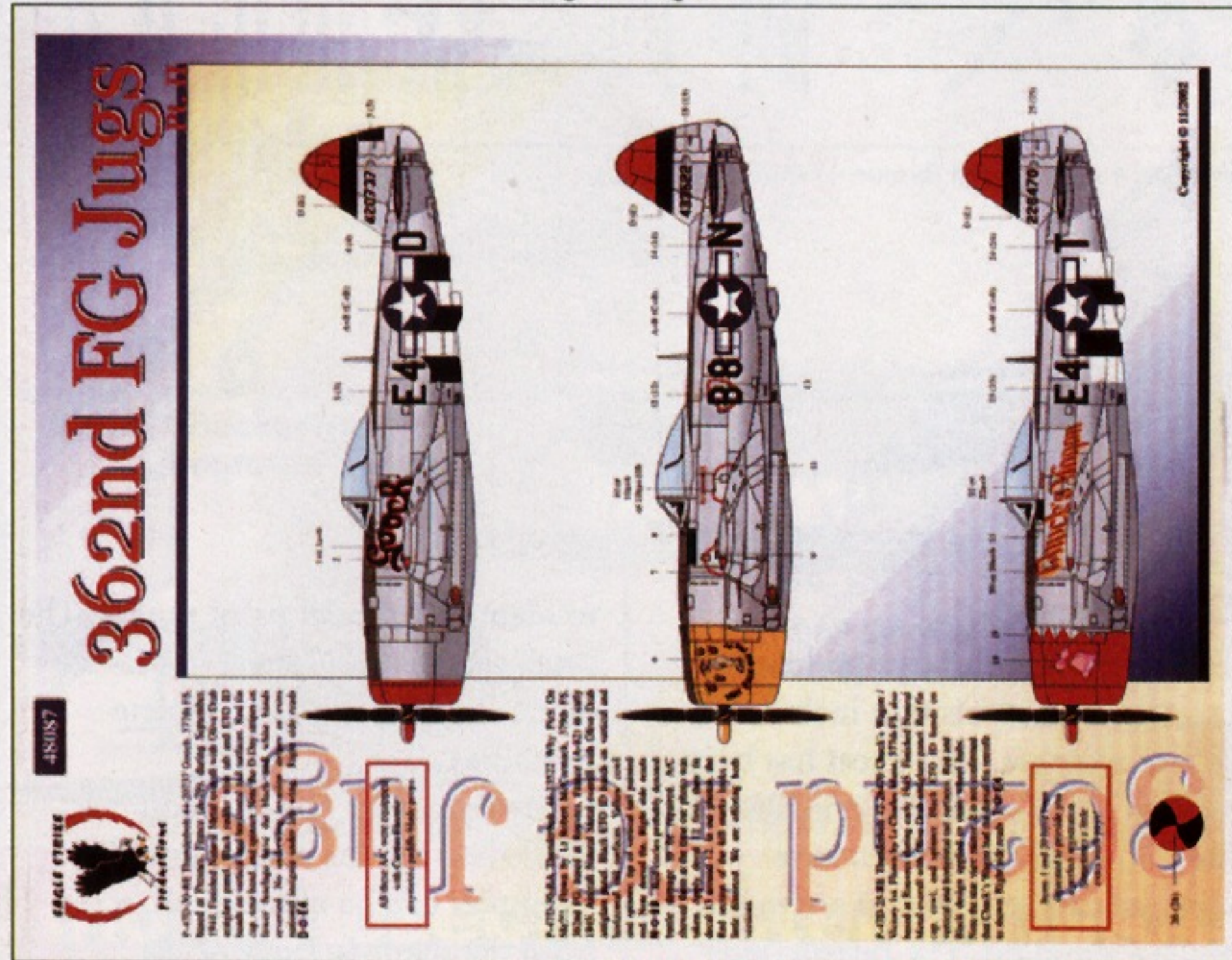
72066 Messerschmitt Bf 109F, G & K National Insignia - Eagle Strike Productions



72064 Spitfire & Hurricane Roundels [Early] - Eagle Strike Productions



72067 Focke-Wulf Fw 190A/F National Insignia - Eagle Strike Productions



48087 362nd FG Jugs Part II - Eagle Strike Productions

'401/H' of VF-154 on USS Yorktown (CVA-10) in 1954.

•3. F9F-5 Panther, BuNo. 126034, '109/D' of VF-781 on USS Oriskany in November 1952.

This sheet offers enough national insignia for two options.

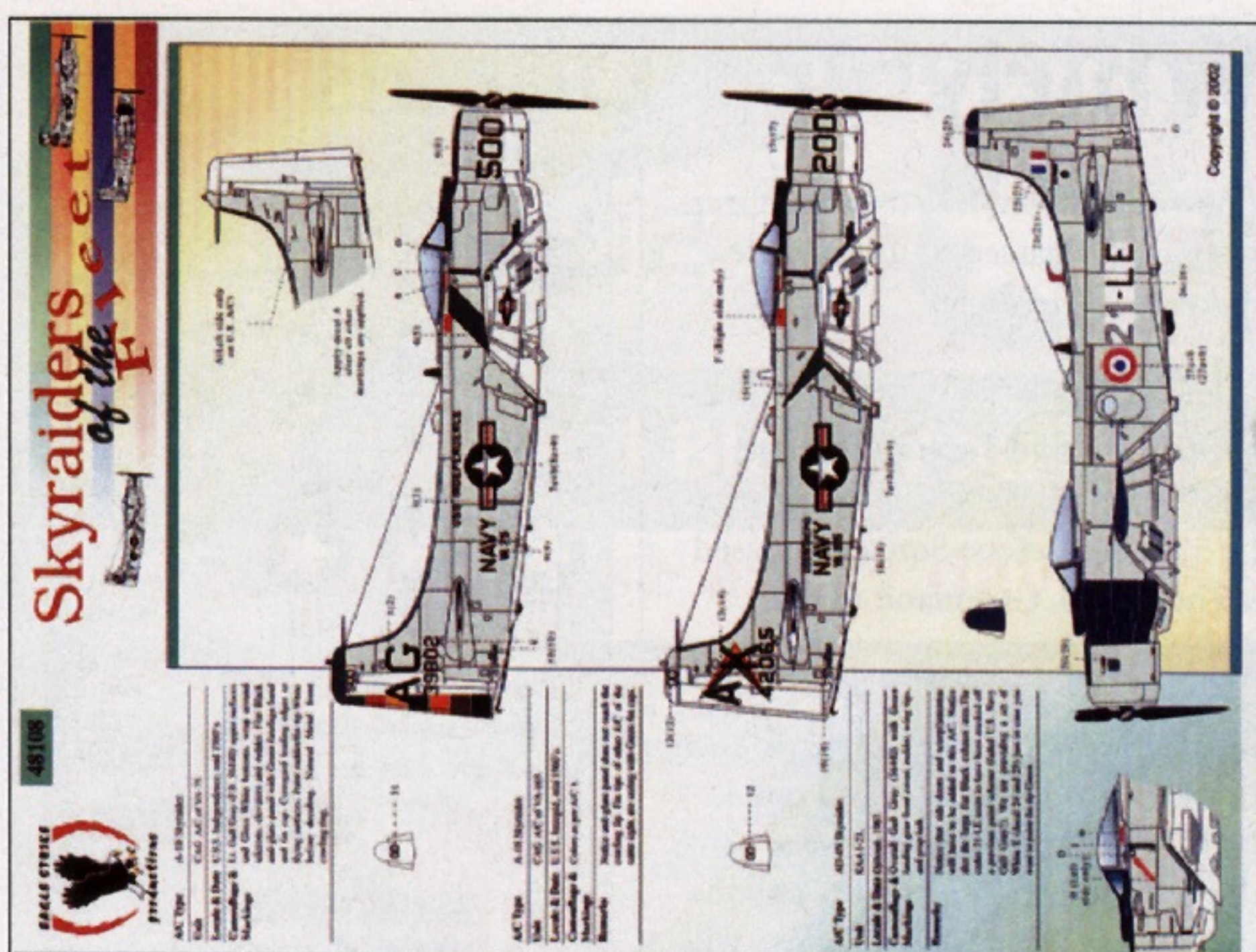
UK Price: £8.25

1/32nd Scale

32047 - Korean Aces, F-86 Sabre Jets Part III

•1. F-86F-10, S/No. 51-12940, 'Mig Mad Mavis', flown by Lt. Col. George Ruddell the commander of the 39th FIS, 51st FIG based at Suwon in the Spring of 1953.

•2. F-86E-10, S/No. 51-2832, 'Nina II'



48108 Skyraiders of the Fleet - Eagle Strike Productions

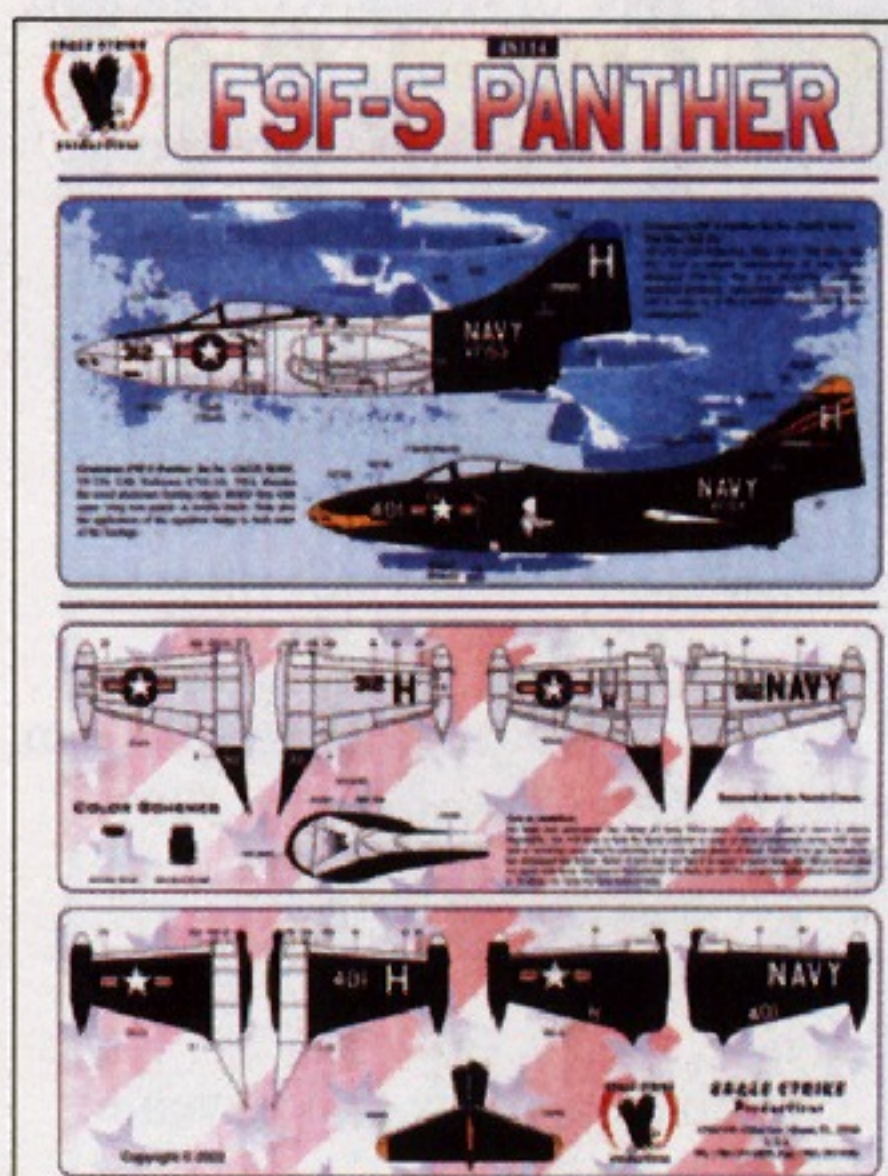
flown by Col. Robert Baldwin the Commander of the 51st FIG based at Suwon, 18th June, 1953.

This sheet offers enough national insignia for one option, but no stencils.

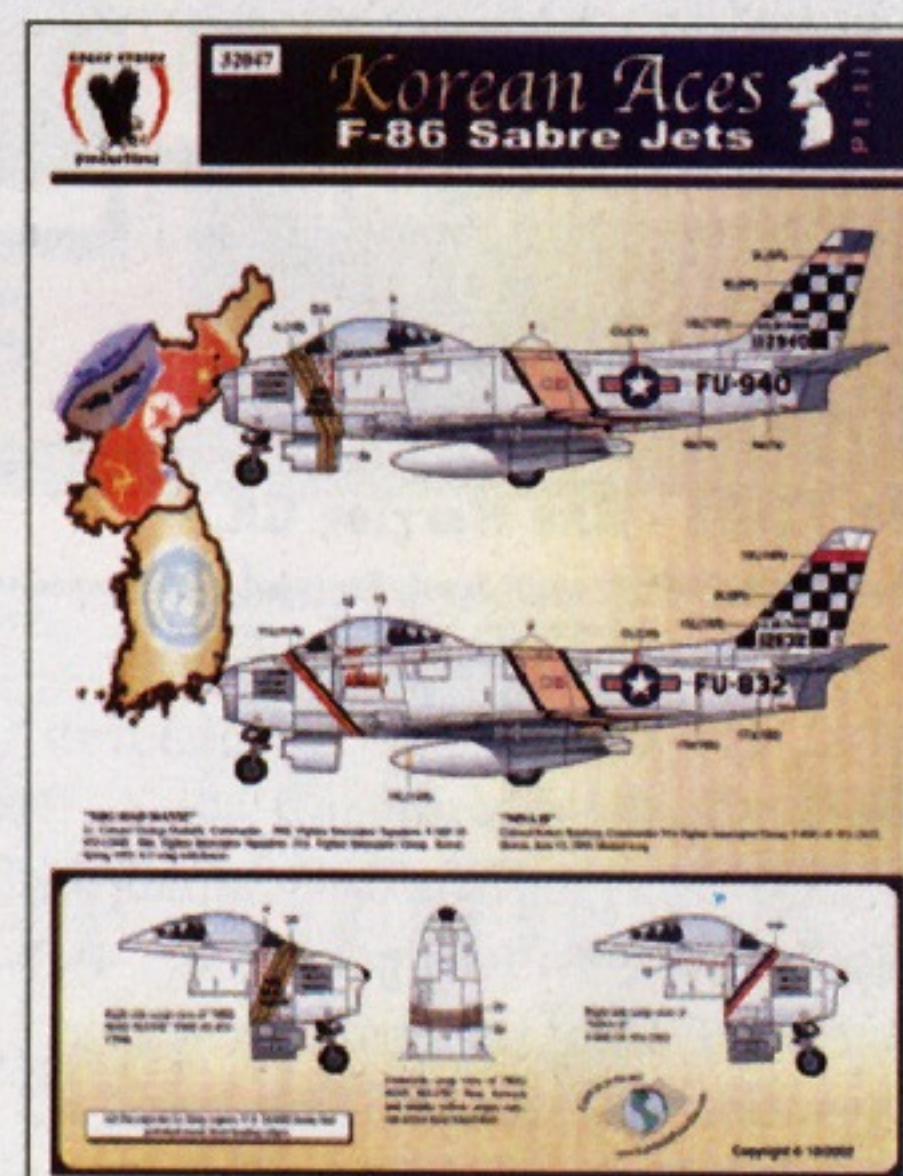
UK Price: £8.99

Conclusion

Another great selection of sheets from



48114 F9F-5 Panther - Eagle Strike Productions



32047 Korean Aces, F-86 Sabre Jets Part III - Eagle Strike Productions

Aussie Decals

It has been a while since we received any new sheets from this manufacturer, so it was nice to get this new release directly from them for review this month.

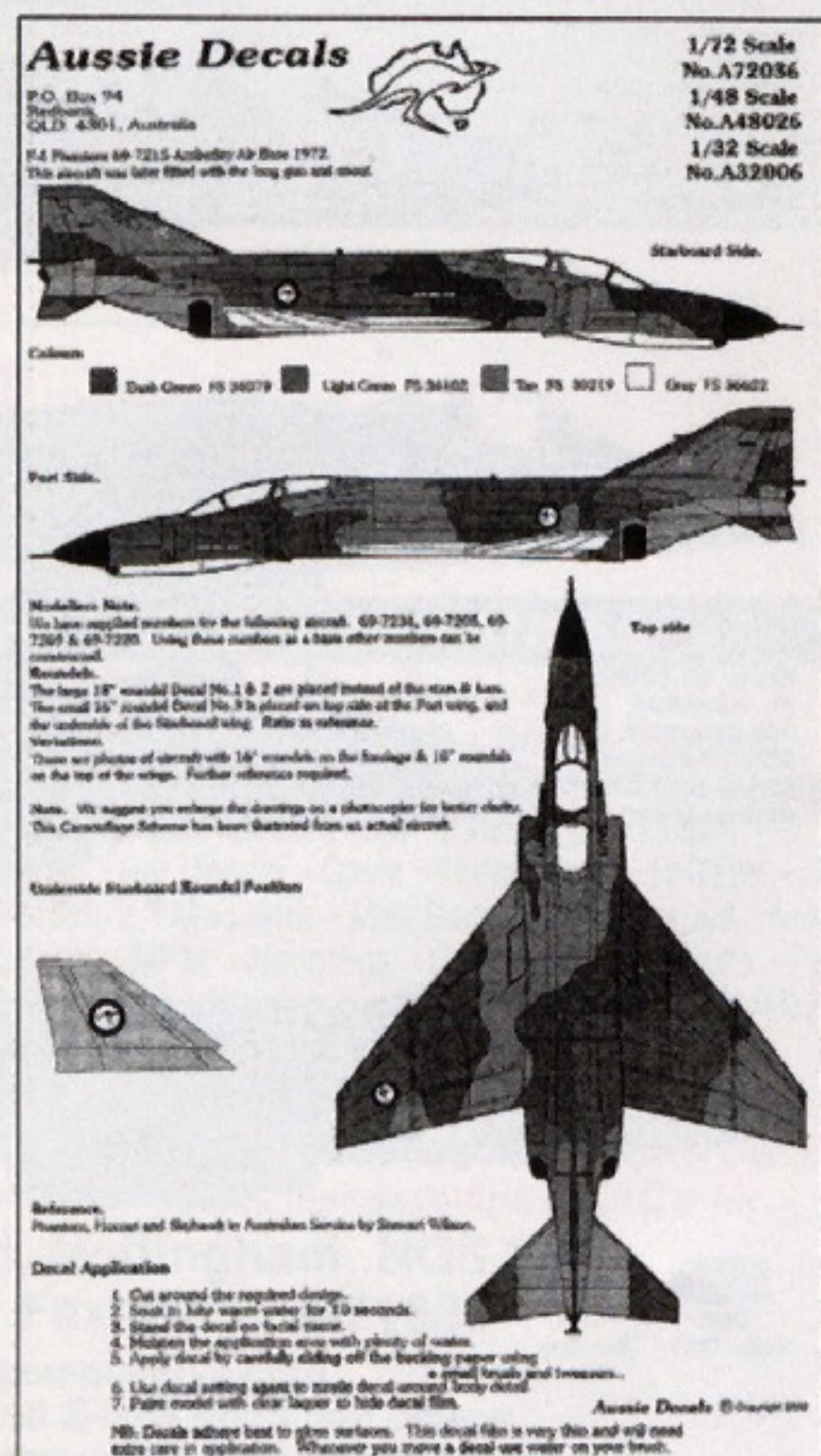
1/32nd Scale

A32006 - McDD F-4 Phantom

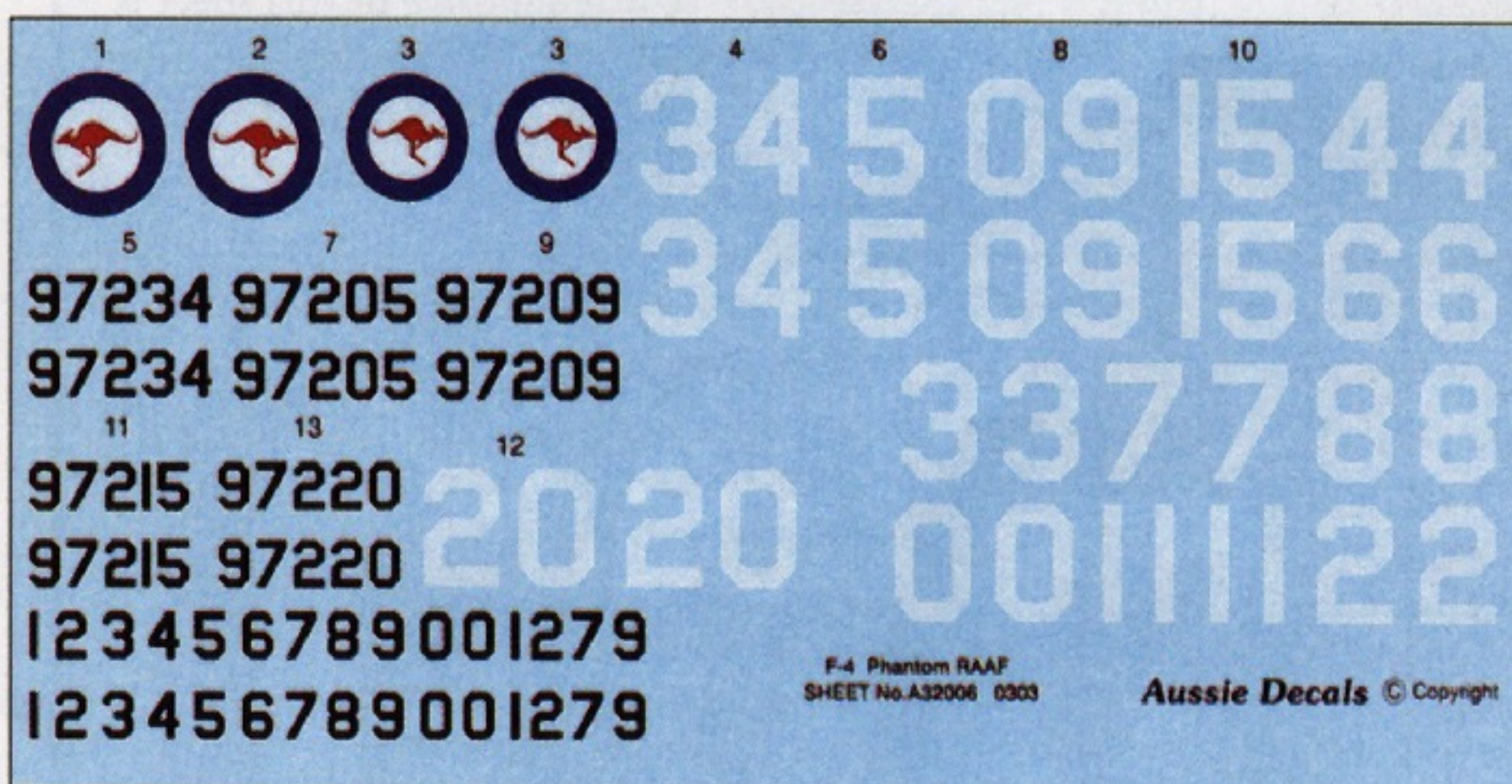
This sheet allows either of the following F-4s to be depicted: S/No. 69-7217, 7234, 7205, 7209 and 7220. Each of these machines were based at Amberley AFB in 1974. Further swapping and mixing of the serials will allow any other RAAF operated F-4 to be depicted.

Conclusion

Aussie Decals keep on bringing out good sheets that allow modellers to add to their RAAF collection. This latest one is no exception and is to the high standard we expect from



A32006 McDD F-4 Phantom - Aussie Decal



A32006 McDD F-4 Phantom - Aussie Decal

them. The instructions, although only in black and white, are comprehensive and include FS colour references for the applied camouflage scheme. Only one set of roundels is included, so if you want to make up more than one of the options offered you will have to

locate both 16in and 18in RAAF roundels from another sheet. Please note that this sheet is also available in 1/72nd scale (#A72036).

Our thanks to Aussie Decals for the review sample. This range is available in the UK from Hannants.

Whirlybird Decals

A new sheet from this manufacturer was recently passed to us for review by Aviation Heritage.

1/72nd Scale

WB72014 - Red-Topped Rescue

•1. Sikorsky SH-19A (on floats) of the 55th Air Rescue Squadron based at Thule AFB, Greenland in the 1950s.

Conclusion

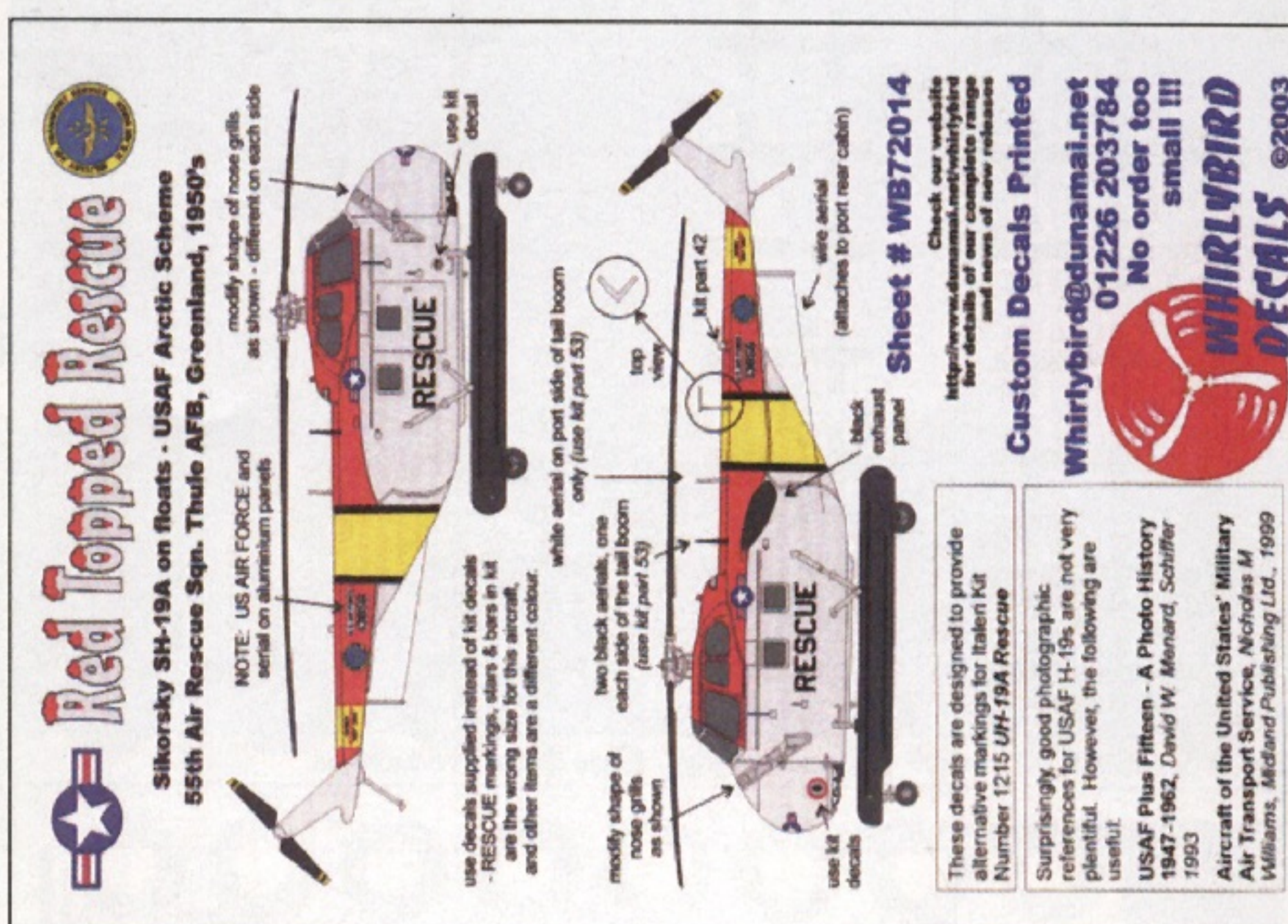
This is a neat little sheet and one to make an attractive alternative scheme for the Italeri kit (#1215). As anyone who has used their decals before will know. Whirlybird decals are printed on continuous carrier film, so care will be needed when removing each image from the backing sheet prior to their application.

Our thanks to Whirlybird Decals



WB72014 Red-Topped Rescue - Whirlybird Decals

and Aviation Heritage for the review samples. Contact either source for price and availability.



WB72014 Red-Topped Rescue - Whirlybird Decals

Model Alliance

After our review of a big batch of new releases last month, this month sees a single new sheet (available in 1/72nd & 1/48th scales), a sample of which was passed directly to us for review.

1/72nd Scale

MA-72102 - BAe Harrier GR.7

- 1. ZG512 '83' of No.4 Squadron based at RAF Cottesmore in 1999.
- 2. ZD434 '46' of No.20(R) Squadron based at RAF Wittering in 1999.
- 3. ZD375, '23' of No.20(R) Squadron based at RAF Wittering in 2001.
- 4. ZD411 'U' of the Strike/Attack Operational Evaluation Unit based at A&A.E.E. Boscombe Down in 1999
- 5. ZD470 of No.4 Squadron based at RAF Cottesmore in 2002. This is a special scheme applied for the 2002 air show circuit.
- 6. ZD322, '03' of No.3(AC) Squadron based at RAF Cottesmore in 2002. This machine is in a special scheme to celebrate the 90th anniversary of the squadron.
- 7. ZD531, No.4 Squadron based at

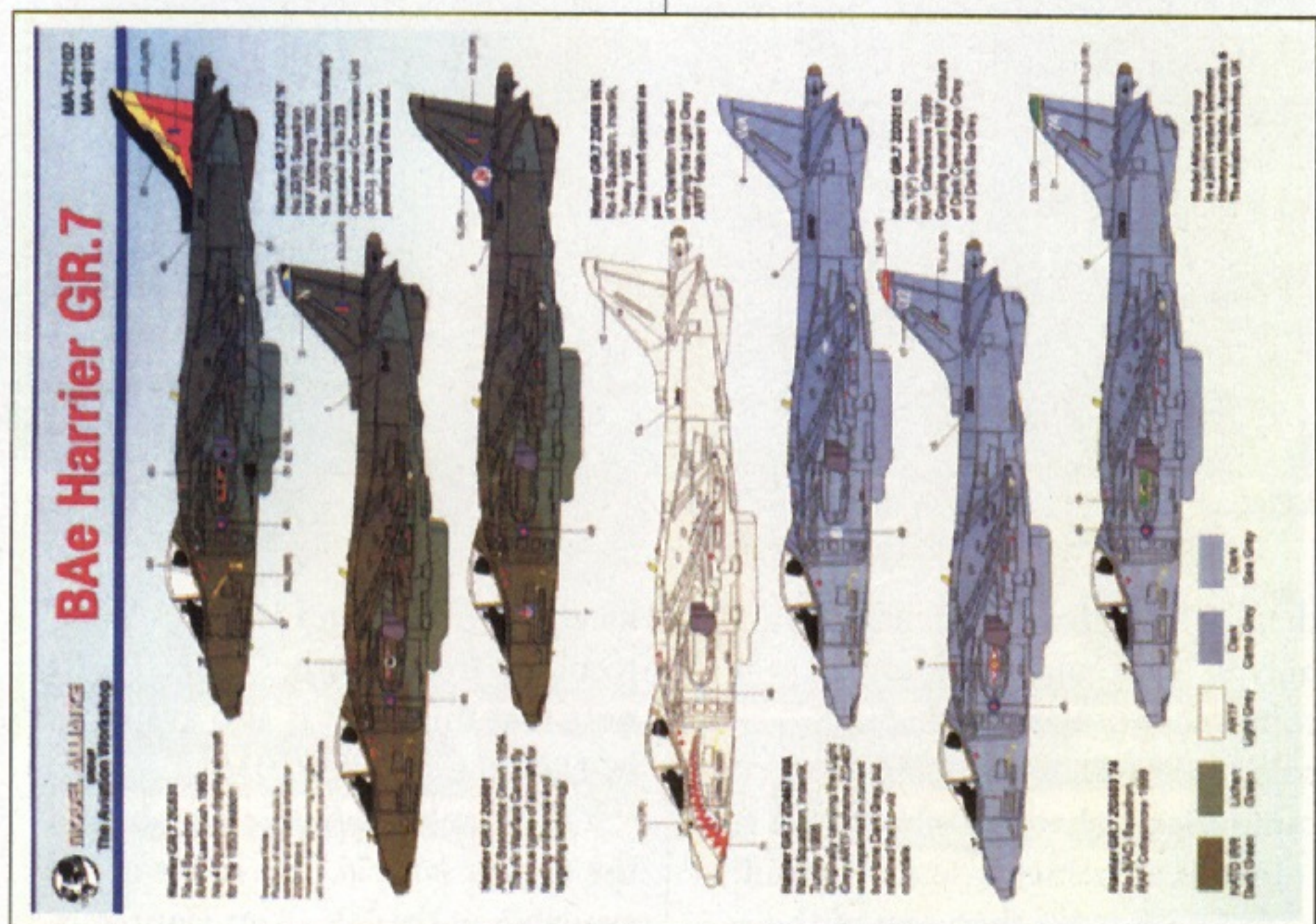
RAF Laarbruch in 1993.

- 8. ZD432, 'N' of No.20(R) Squadron based at RAF Wittering in 1992.
- 9. ZG501 of the Air Warfare Centre based at Boscombe Down in 1994
- 10. ZD408, 'WK' of No.4 Squadron on detachment to Incerlik in Turkey in 1995 for 'Operation Warden'
- 11. ZD467, 'WA' of No. 4 Squadron during detachment to Incerlik, Turkey in 1995.
- 12. ZD321, '02' of No.1(F) Squadron based at RAF Cottesmore in 1999.
- 13. ZG503, '74' of No.3(AC) Squadron based at RAF Cottesmore in 1999.

Options one to six and eleven to thirteen are in a Dark Camouflage Grey and Dark Sea Grey scheme, while options seven to nine are in an IRR Dark Green and Lichen Green scheme and option ten has ARTF Light Grey applied over its standard camouflage scheme.

UK retail price of this sheet is £8.80.

This sheet is also available in 1/48th scale (#MA-48102 at £11.00).



MA-72102 BAe Harrier GR.7 - Model Alliance

Conclusion

This sheet includes comprehensive colour instructions that include colour matches. This sheet has been printed by The Fantasy Printshop in the UK, so all the images have separate carrier film and are to the highest standard. The instructions are in full colour and are comprehensive with colour matches

to identified model paint ranges. The small second decal sheet in this set offers stencils for two complete machines.

My thanks to The Aviation Workshop for the review sample. Examples can be obtained directly from the manufacturer or via Hannants.



MA-72102 BAe Harrier GR.7 - Model Alliance



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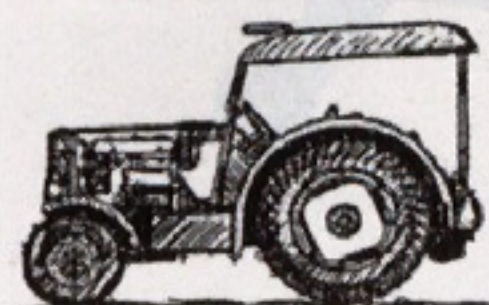
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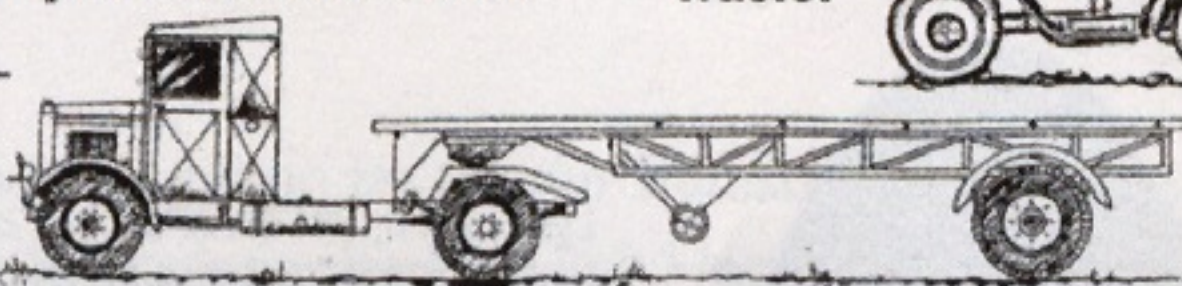
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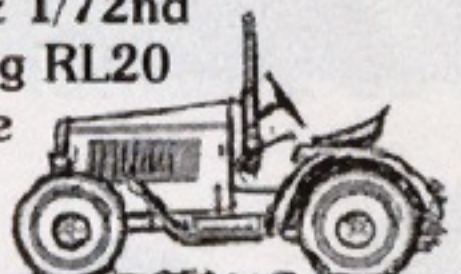


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Lysander II, L4761/AN-B, N° 13 Squadron, 1939. Dark Earth/Dark Green upper surfaces with Sky undersides; underside of port wing is black (with white serial), starboard is white (black serial). B type roundels on fuselage and above wings; codes in Sky Grey. Note unit crest in six-pointed star on fin; spinner is red



Lysander I, KJ-M (serial overpainted), N° 16 Squadron, Air component in France, 1939. Dark Green/Dark Earth upper surfaces, wrapped around fuselage; tailplane underside is Silver. Port wing black (with Silver aileron), starboard wing Silver (black aileron); spinner and wheel hubs in Yellow while codes are Sky Grey. B type fuselage and wing roundels



Lysander II, L4818/KO-L, N° 2 Squadron, 1940. Dark Earth/Dark Green upper surfaces (wrapped around underside of fuselage); Sky undersides of wings, tailplane and winglets. Sky Grey codes. Note A type fuselage roundel modified to AI with addition of narrow yellow band and gas detection panel on front of wheel fairings



Lysander I, P1684/UG-A, N° 16 Squadron, Teversham, August 1940. Dark Earth/Dark Green upper surfaces; Sky undersides. Sky Grey codes; flash covers the entire fin. AI roundels on fuselage, and B roundels above wings



Lysander II, P9139/BF-A, N° 28 Squadron, Kohat, 1942. Dark Earth/Dark Green upper surfaces with Silver undersides. Red spinner and Sky Grey codes. Note Vokes filter, and winglets attached to wheel spats



Lysander IIIA, V9576/AR-N, N° 309 Squadron, Abbotsinch. Dark Earth/Dark Green upper surfaces, with Sky undersides; codes are in Sky Grey. AI roundels on fuselage (followed by the Polish flag), B roundels above wings

Profiles: 1/72 Scale

1 of 3

© Richard J. Caruana - 2003



Full side view of Hendon's Lysander, R9125/LX-L, showing the wavy division between upper and underside colours (R.J. Caruana)

THE Westland Lysander

by Richard J. Caruana

The decision taken by the Air Ministry with the issue of Specification A.39/34 calling for a two-seat army cooperation aircraft to replace the Hawker Hector, broke new ground in many ways. It was a generally accepted practice that an existing type of aircraft suitably modified for the job could easily perform such a role. So much so, that for more than a decade, this role had been covered by Hawker Hart variants, such as the Audax and later the Hector. This month, Richard J. Caruana describes and illustrates the Lysander which, notwithstanding its strange shape, has always held a special fascination in the hearts of aircraft modellers.

Army cooperation work, which included such tasks as artillery spotting, reconnaissance and communication, was manned and performed by Royal Air Force (RAF) squadrons and their personnel, on behalf of the British Army (BA). Tactical liaison was another important aspect of such an aircraft's work, keeping both RAF and BA in continuous contact on the battlefield through the swift movement of important information and key personnel.

One of the companies invited to submit its proposals to Specification A.39/34 was Westland Aircraft Limited of Yeovil (Somerset). The company had grown in the aviation industry from very humble beginnings when, during World War One (under the name of Petter), its line of agricultural machinery was transformed into building aircraft for the Admiralty. Having

been involved in the production of the Hector under licence from Hawker, Westland had acquired considerable experience in the specialised field of army cooperation work. This enabled W.E.W. (Teddy) Petter's design staff, and particularly Arthur Davenport (grandson of the company's founder), to launch an intensive study of operational requirements. A number of meetings were held with Army Cooperation crews where their views and experience were considered and discussed.

Most of those interviewed had put at the forefront of their requirements good visibility from the cockpit and the ability to take off and land from confined spaces and unprepared surfaces. Excellent handling at very low speeds was also considered essential. For the best possible visibility from the cockpit, Davenport chose to place the

wing high above the canopy, braced with a pair of struts to the spats of the fixed undercarriage. The shape of the wing was innovative in itself, with its thickest point being at about mid-span, tapering to around half that thickness at the wing root. This formed, in effect, a 'gull wing' without the customary kinks associated with such a design. The same applied to the plan form, with the broadest chord being at the thickest section, tapering to finely rounded tips at the extreme ends, and to narrower chord sections at the root. Apart from the excellent view all round, the thick central section of the wing boosted low-speed characteristics, while the forward tapering outboard section gave the aircraft a snappy roll rate.

Slow speed flying, together with a short take off and landing (STOL) performance, were possible mainly due to the combination of both trailing



Lysander TT III, T1445/W6-K, N° 755 Squadron FAA, 1942. Dark Earth/Dark Green uppersurfaces with Yellow/Night striped undersides. Codes in Sky Grey; CI roundels on fuselage, B type above and C type under wings. 'K' of code repeated on cowling and under fin flash



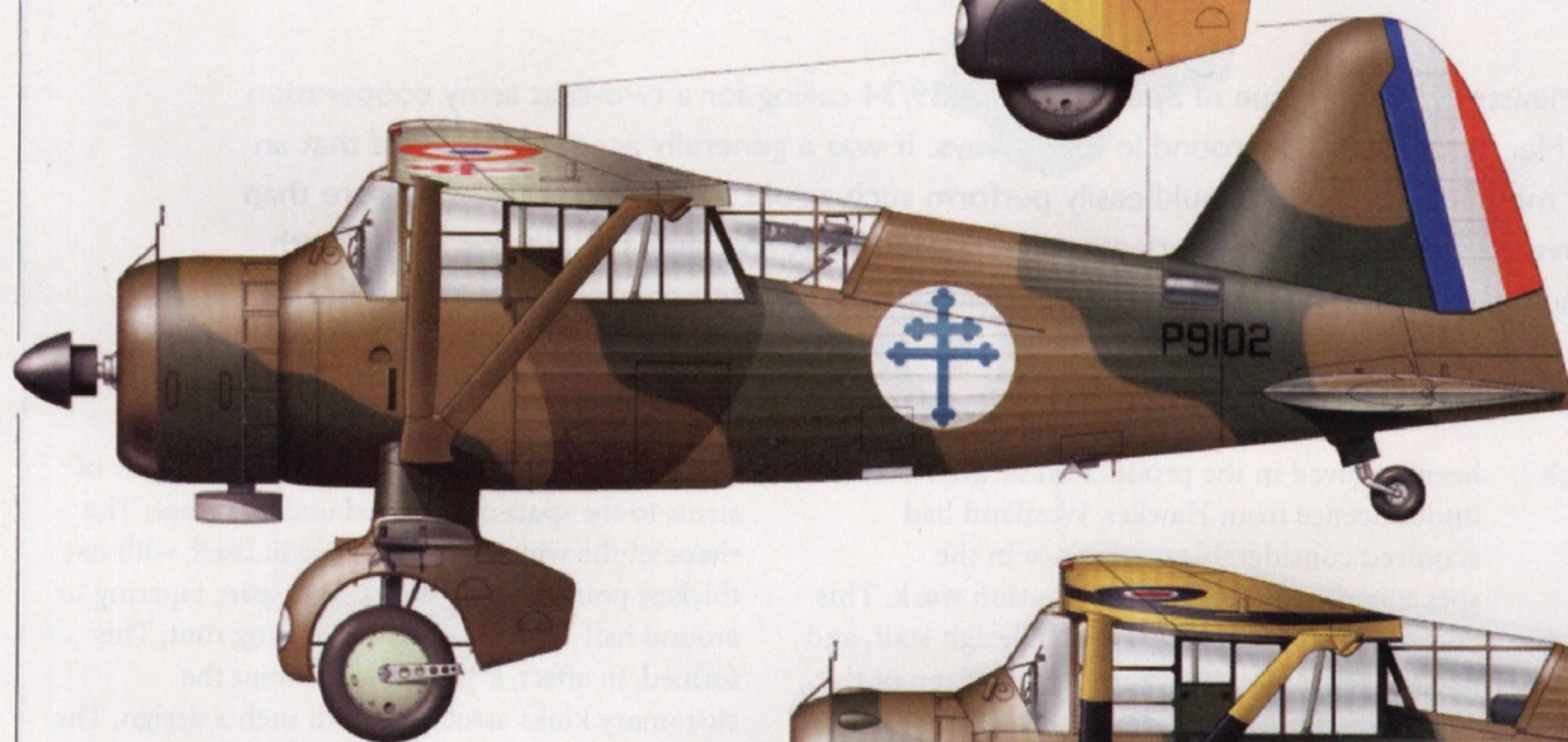
Above: Lysander IIIA, V9737/PV-P, N° 275 Squadron, Valley, 1943. Ocean Grey/Dark Green upper surfaces; Medium Sea Grey undersides. CI type roundels on fuselage with traces of previous wide yellow outline still showing; B type roundels above wings. Note lower cowling panel 'borrowed' from a TT version, dinghy carrier underneath stub wing and bombs carried on ventral fuselage pylon



Above: Lysander IIIA, V9289/C, C Flight Special Service, 14th Army, South East Asia. Ocean Grey/Dark Green upper surfaces with Night undersides. Blue/Light Blue roundels on fuselage and above wings; note black 'spider' on fuselage roundel. 14th Army emblem carried on forward fuselage; spinner is Yellow. Serial on fuselage in white, repeated under fin flash in Ident Red



Above: Lysander TT.III, V9323, Royal Canadian Air Force, 1943. Yellow/Black stripes overall with large red/white/blue fin flashes; standard roundels in six positions. Serial, repeated under wings, is yellow over black areas, and black over yellow areas



Left: Lysander II, P9102, Free French Air Force, Chad February 1941. Dark Earth/Dark Green uppersurfaces wrapped around fuselage underside; Sky undersides. Plain French roundels above wings



Right: Lysander TT.III, V9817, N° 3 Gunnery & Tow Target Flight, 8th Air Force (USAAF), spring 1944. Dark Earth/Dark Green uppersurfaces; Yellow/Night striped undersides. Standard RAF style B roundels above wings, with C type underneath; US star insignia, outlined yellow, on fuselage sides

Profiles: 1/72 Scale

2 of 3

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The Battle of Britain's Lysander III (R9125) had quite a chequered career. It first served with N° 225 Squadron until it was converted to Target Tug configuration. It then went to the Central Gunnery School, N° 7 Operational Training Unit, the Central Navigation School and finally to N° 161 Squadron (R.J. Caruana)

edge flaps and leading edge slats, the first time that both measures featured together in a British service aircraft. No hydraulic system was used in their operation: the outer slats, which worked automatically, had damping devices incorporated that prevented jerky movement or vibration, while the inner slats were coupled to the flaps, so that when the inner slats open the flaps were lowered.

The fuselage of the Lysander was built around a welded steel tube structure, this being covered by sheet aluminium from nose to the just aft of the pilot's seat position, with the rest being fabric covered. Of particular note was a large detachable panel on the starboard side of the fuselage which permitted access to inside practically the all the rear section. Davenport had originally opted for a retractable main landing gear, but lost his long drawn-out argument with Petter who insisted on a streamlined, faired unit. Space within this rather bulky contraption was, however, used to the full; apart from landing lights, provision was made for the installation of a .303in (7.7mm) Browning machine gun firing outside the propeller arc, with ammunition feed chutes incorporated inside the sloping sides of the legs. Another hand-held Vickers 'K' machine gun of the same calibre was usually carried in the rear cockpit (later changed to a pair of .303in Brownings). Moreover, a stub wing could be fitted to each spat to hold a variety of loads, including small bombs, supply containers, inflatable dinghies, etc.

Testing and Service Debut

Design development, under the company designation P.8, soon began to take form in the construction of the first prototype, K6127. This flew for the first time on 15 June 1936, and by September the Air Ministry had confirmed its choice in favour of Westland's design after modifications had been made to the horizontal tail surfaces. K6128 joined the test flight programme by the end of that year. Meanwhile, an order for 169 machines to Specification 36/36 was confirmed. While the prototypes had been powered by 840hp Bristol Mercury IX engines, production aircraft, by

that time named 'Lysander', were to be powered by the 890hp Mercury XII nine-cylinder air-cooled radial engine, driving a de Havilland two-pitch propeller. Some other refinements were incorporated into initial service aircraft, such as a revised canopy for the gunner's position and tailplanes trimmable to large negative angles.

Deliveries began in June of 1938, when N° 16 Squadron began to convert from the Hawker Hector to the Lysander. During the previous ten years, this unit had been attached to the School of Army Co-Operation at Old Sarum, but on 1 June 1934 it became an independent unit. N° 2 Squadron began to receive Lysanders in July, while after successful tropical trials conducted on K6128, the next batch

off the production line was shipped to the Middle East to equip N° 6 and N° 208 Squadrons.

Meanwhile, a decision was taken in November 1938 to fit a 905hp Bristol Perseus XII sleeve-valve radial engine to the next batch on order. This resulted in the Mk II, easily distinguished by its short-chord engine nacelle and lack of rocker-box fairings on its side. The tailplane shape was also slightly modified. In all, 442 examples of this version were to be built, apart from a further 75 built under licence in Canada by the National Steel Car Corporation at Malton, Toronto. Westland-produced Mk IIs went to equip N° 4, 13, 16 and 26 Squadrons by early 1939, while N° 2 Squadron received its Lysanders in February 1940.

"Deliveries began in June of 1938, when N° 16 Squadron began to convert from the Hawker Hector"



Frontal detail shot of R9125, showing some interesting detail, such as the landing lights built into the wheel spats (R.J. Caruana)

WESTLAND *Lysander*

WESTLAND LYSANDER Mk. I

Upper Plan

Mk III generally
similar

de Havilland variable pitch
propeller

Landing lamp

.303" (7.7mm)
Browning machine
gun in wheel spat

Mk III type
tailwheel

4 x 20lb (9kg) anti-
personnel bombs on
ventral rack

Scrap view showing stub wing
attached to wheel spat;
shaded areas indicate position
of wing struts

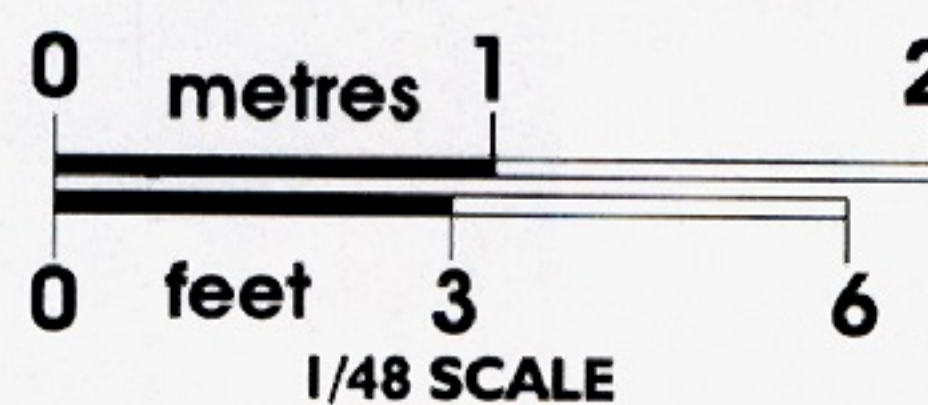
Scrap view showing revised
rear canopy of Mk. III

Note retractable message hook
offset to starboard

WESTLAND LYSANDER Mk I

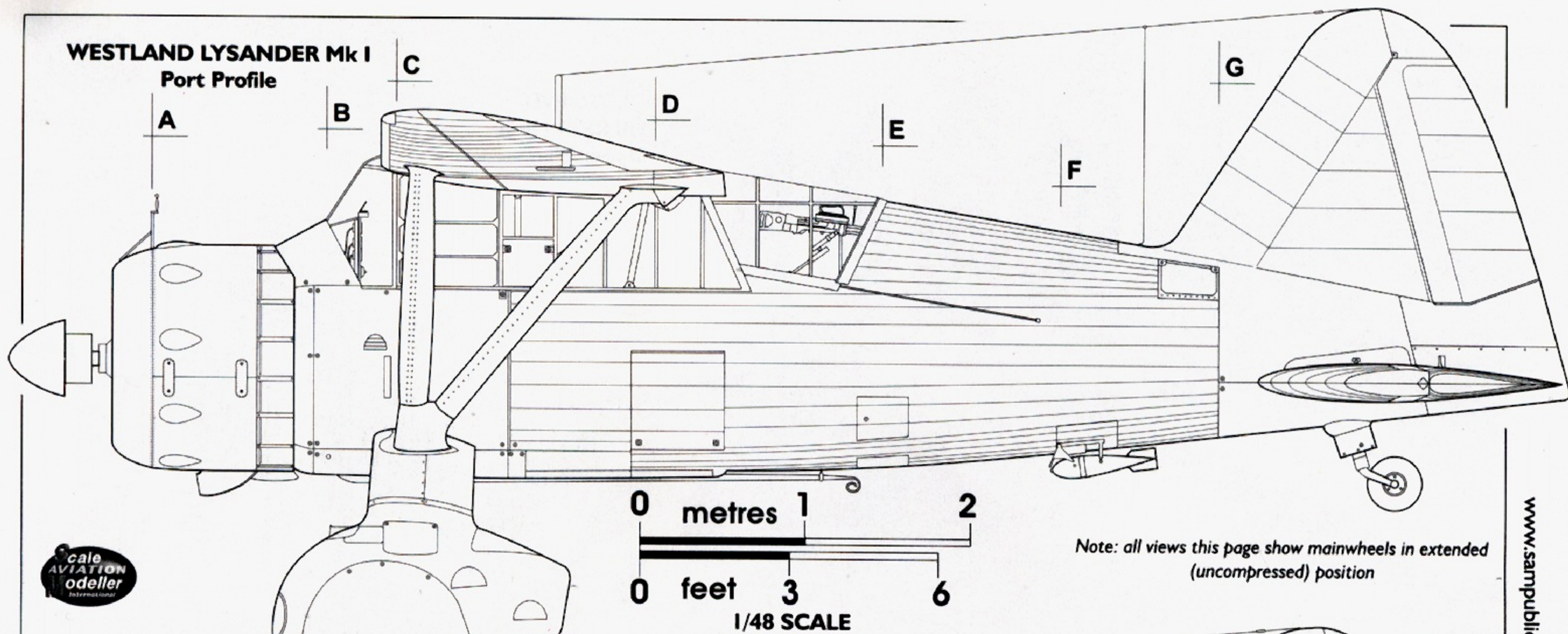
Inverted Plan

Mk III generally
similar



Drawings by
Richard J. Caruana
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**WESTLAND LYSANDER Mk I
Port Profile**

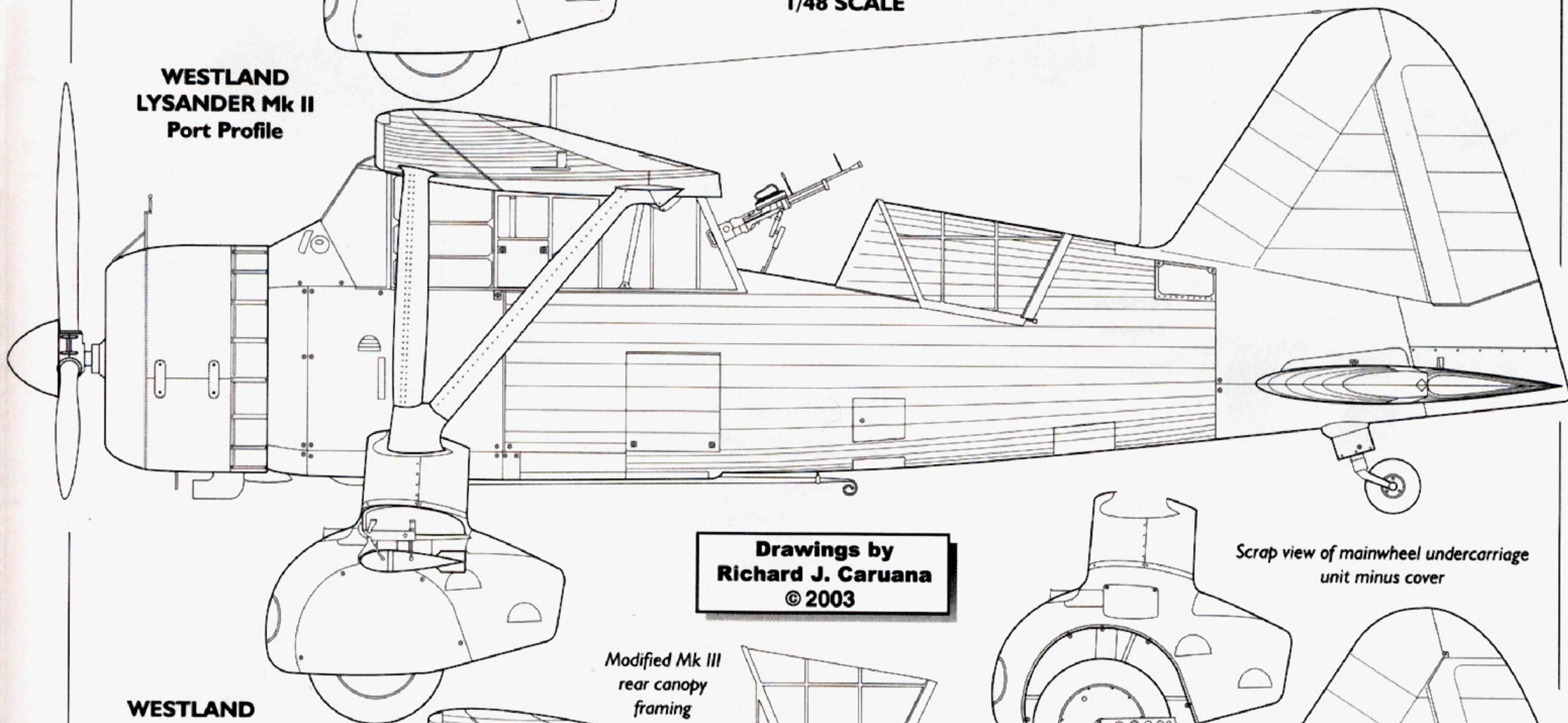


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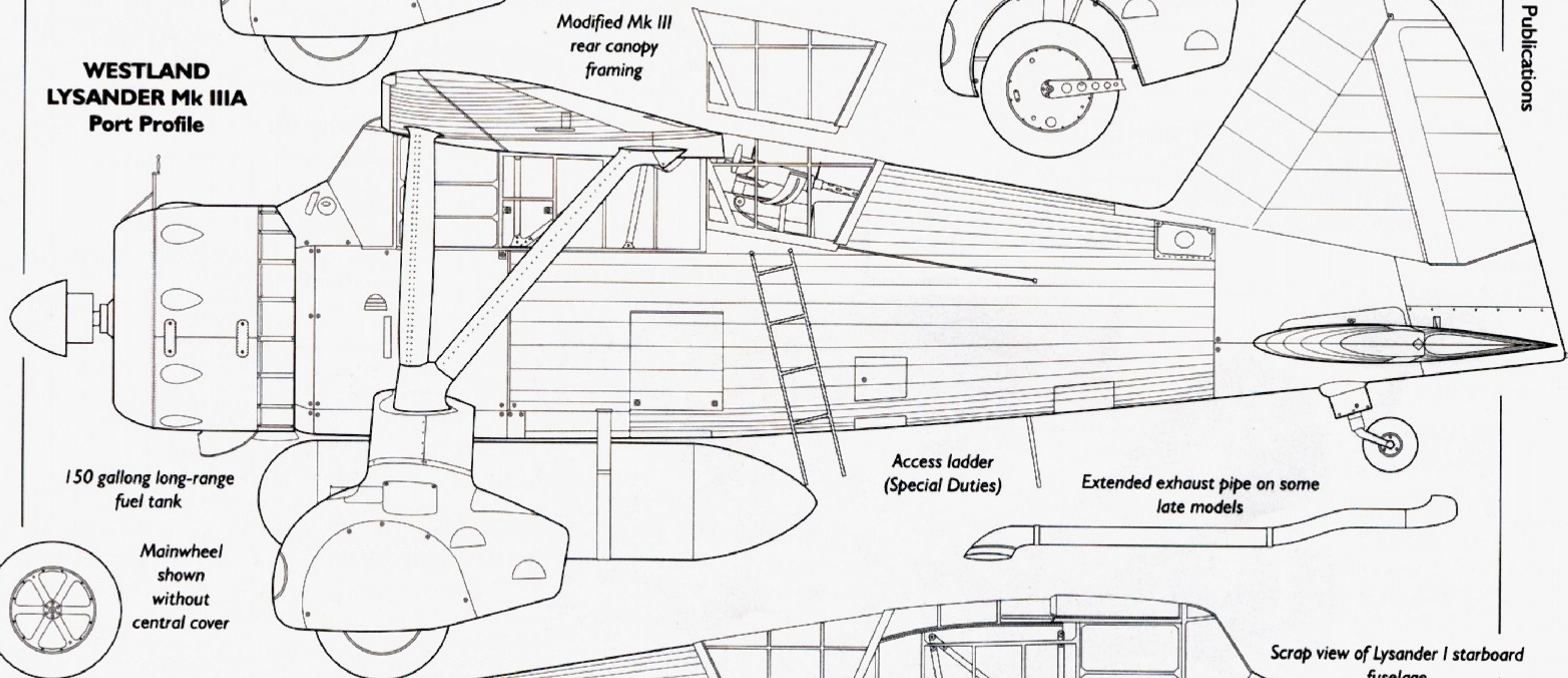
**WESTLAND
LYSANDER Mk II
Port Profile**



**Drawings by
Richard J. Caruana
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Scrap view of mainwheel undercarriage
unit minus cover

**WESTLAND
LYSANDER Mk IIIA
Port Profile**



150 gallon long-range
fuel tank

Mainwheel
shown
without
central cover

Modified Mk III
rear canopy
framing

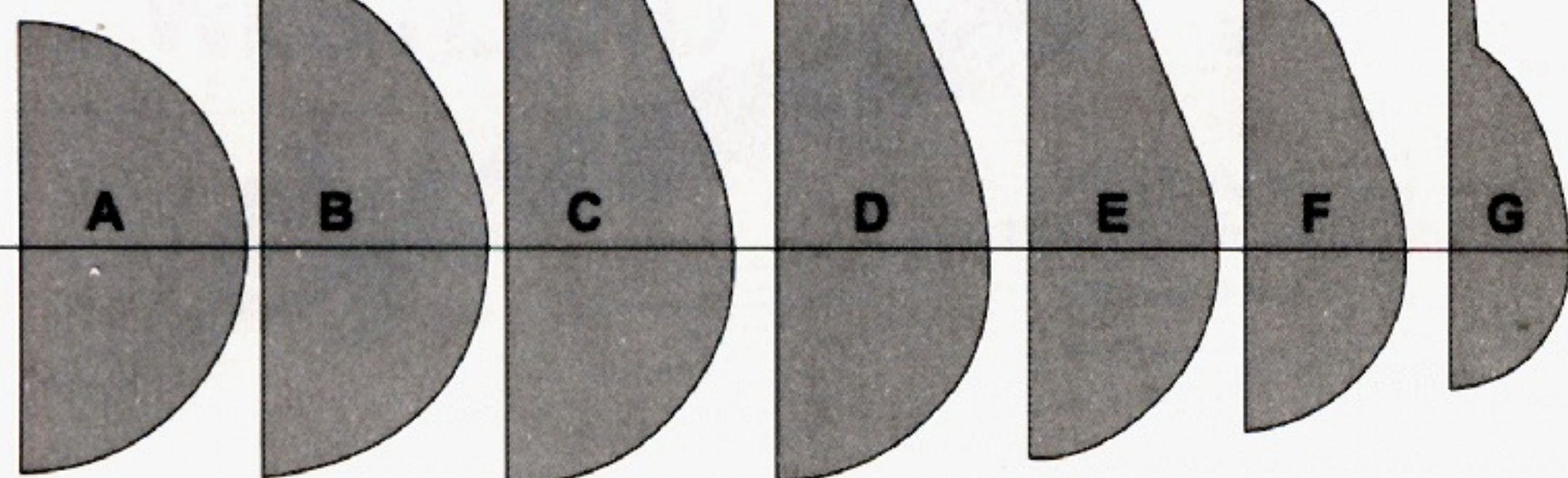
Access ladder
(Special Duties)

Extended exhaust pipe on some
late models

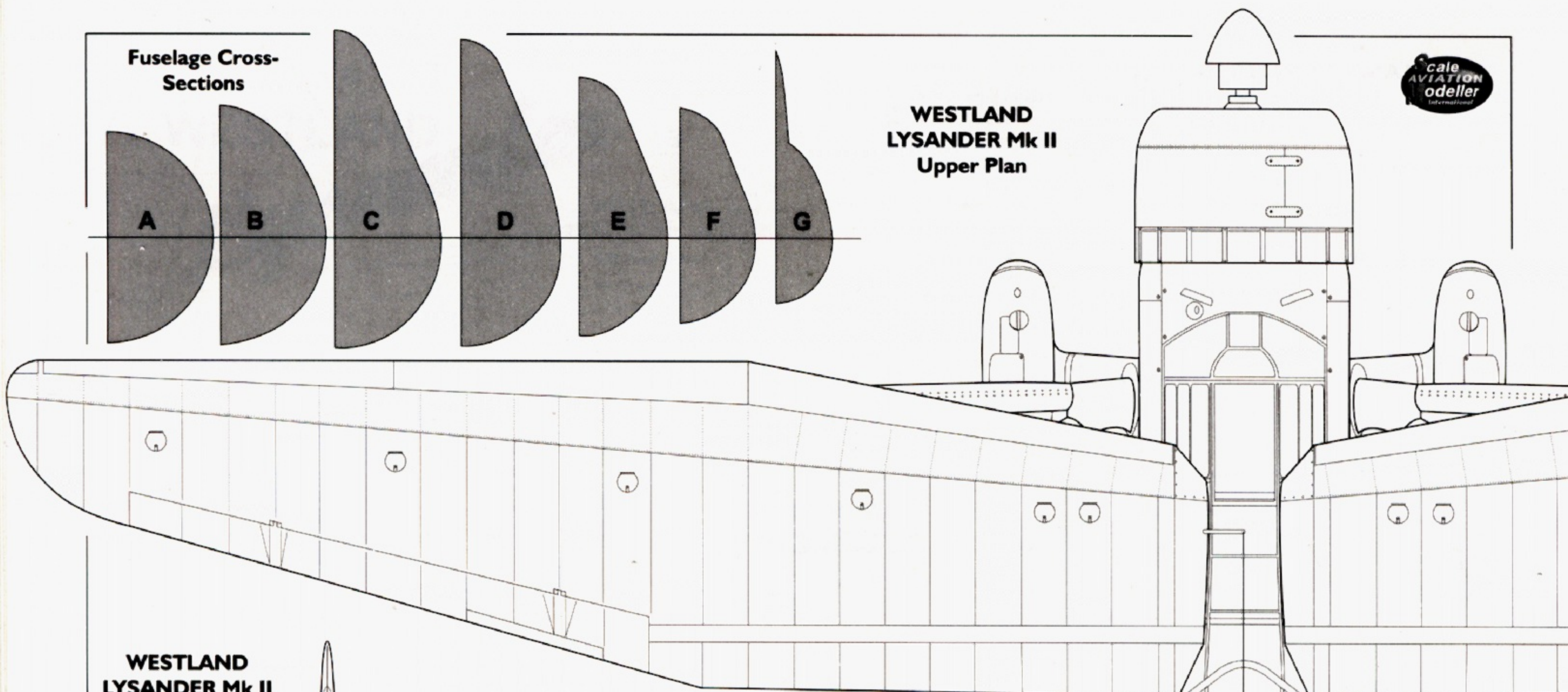
Scrap view of Lysander I starboard
fuselage

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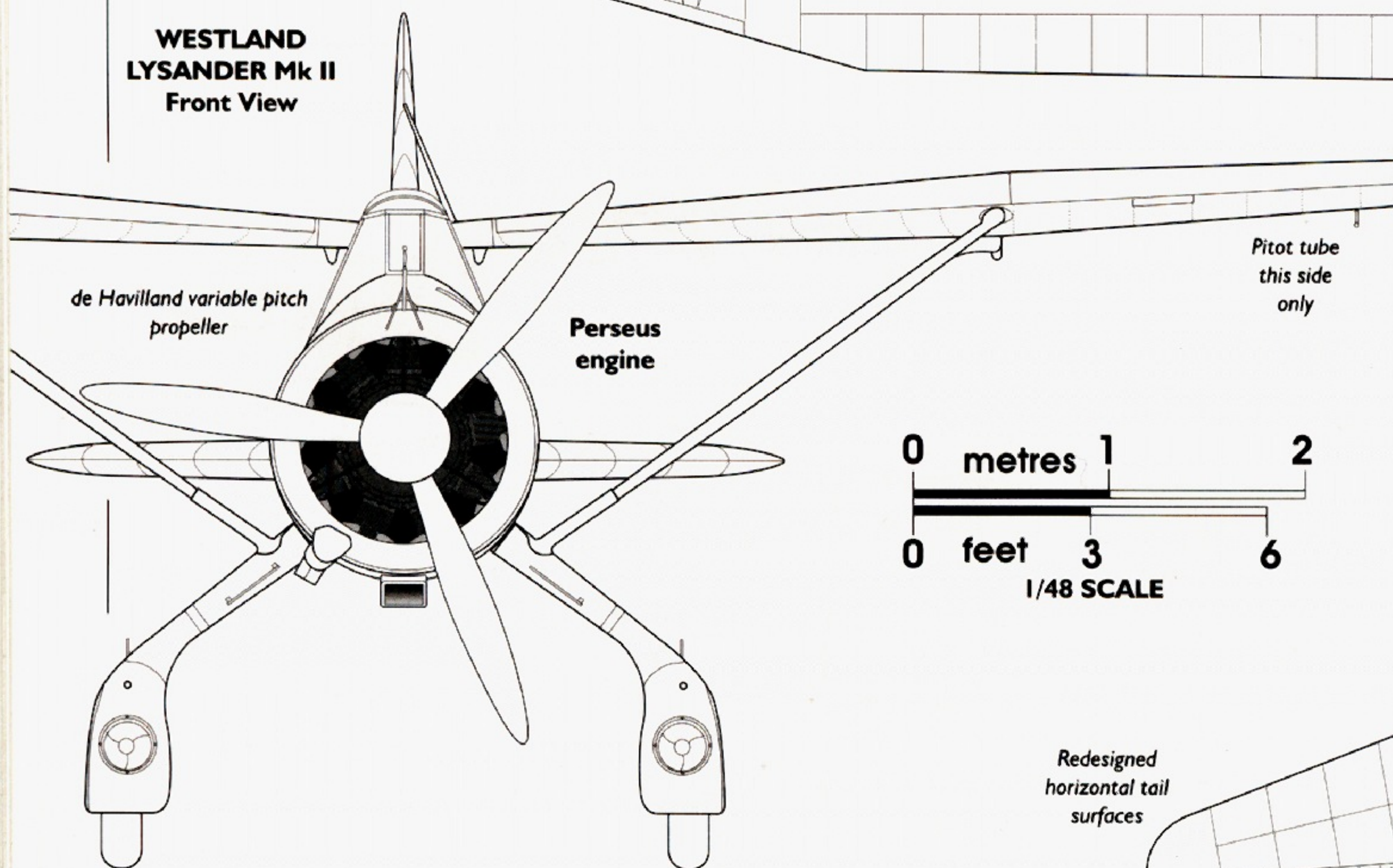
Fuselage Cross-Sections



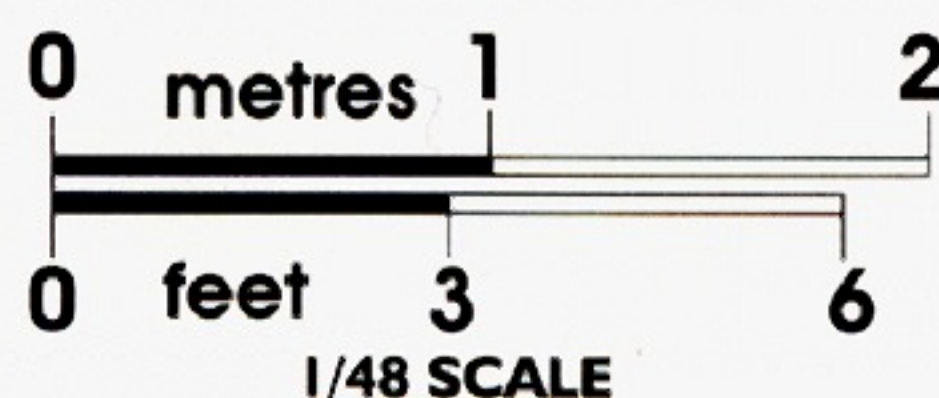
**WESTLAND
LYSANDER Mk II
Upper Plan**



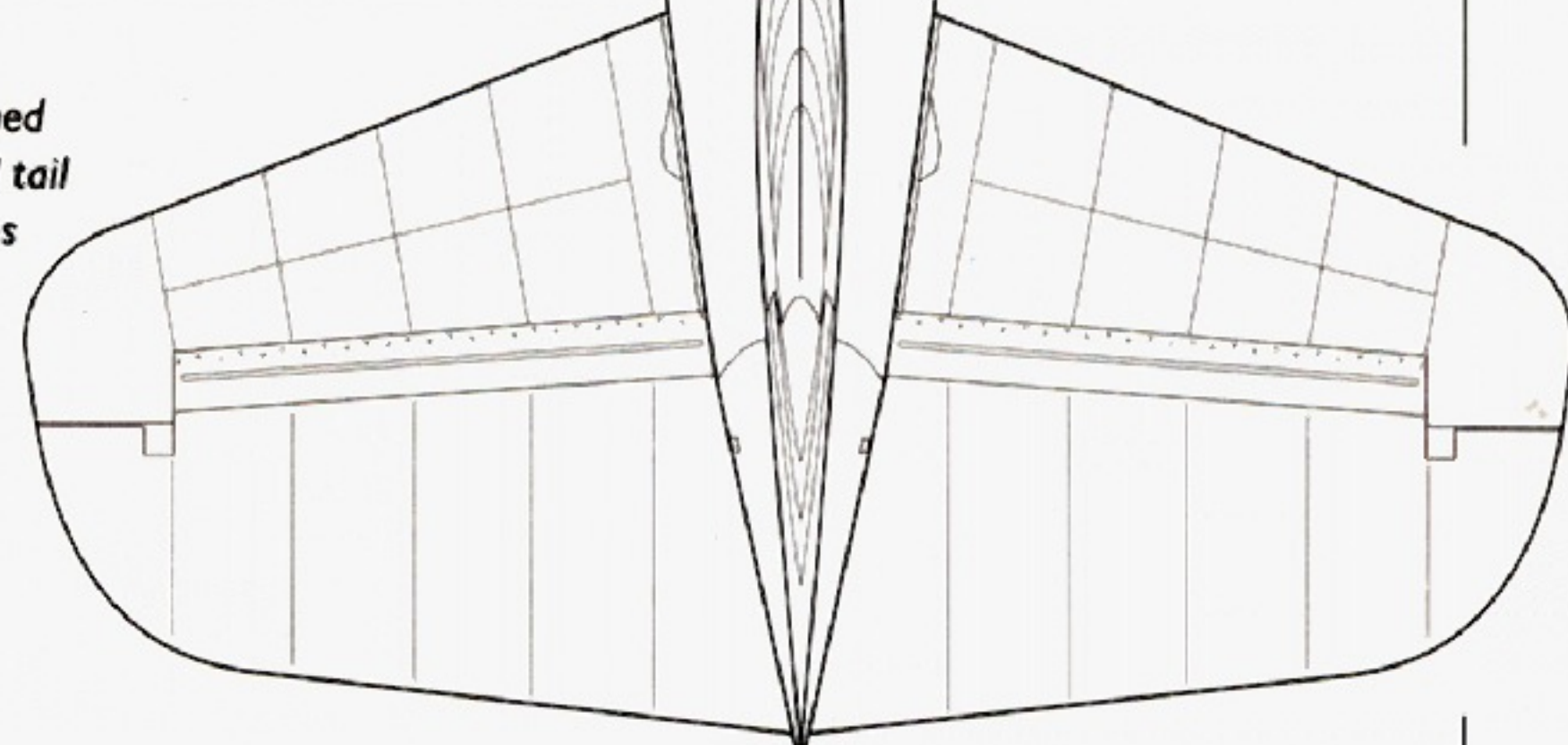
**WESTLAND
LYSANDER Mk II
Front View**



Pitot tube
this side
only

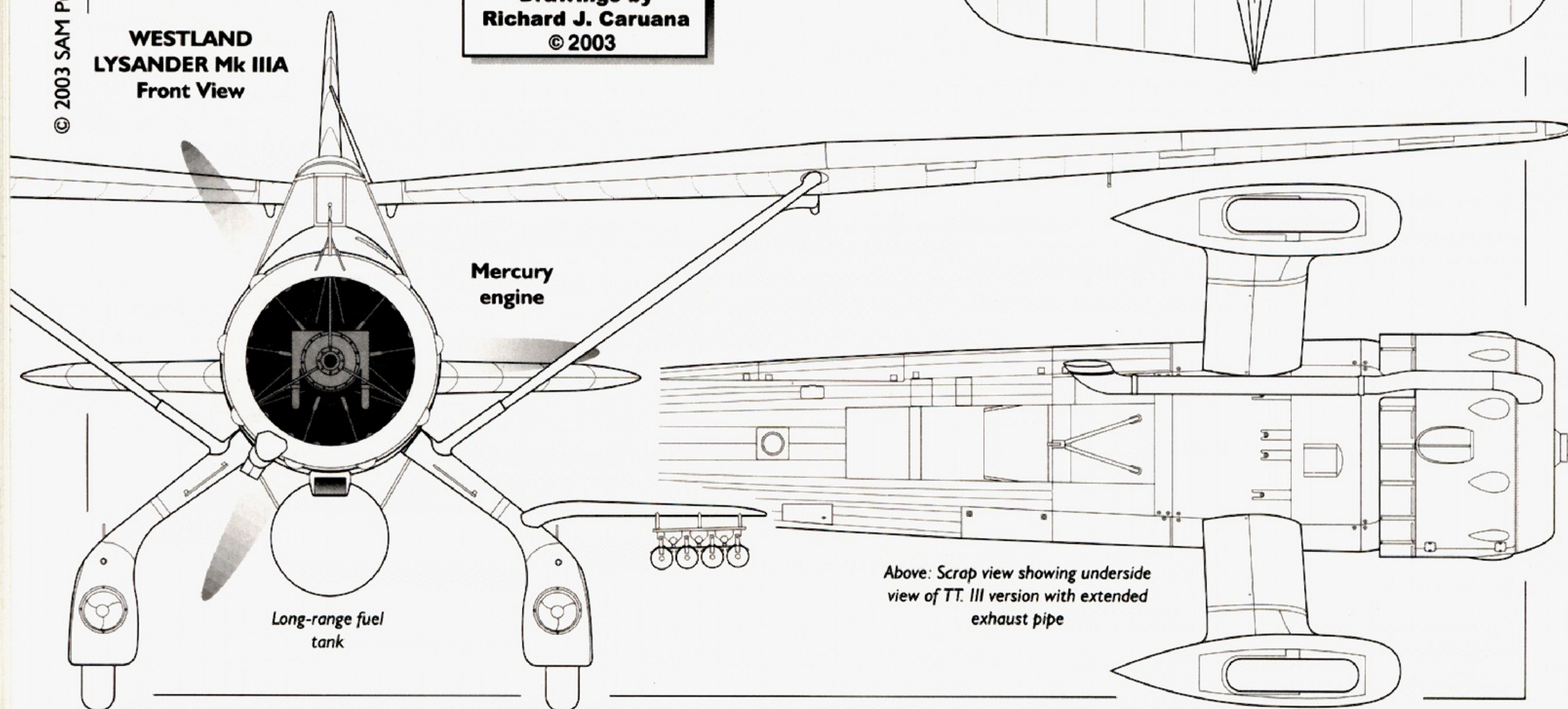


Redesigned
horizontal tail
surfaces



**Drawings by
Richard J. Caruana
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**WESTLAND
LYSANDER Mk IIIA
Front View**



Above: Scrap view showing underside
view of TT. III version with extended
exhaust pipe





Starboard fuselage: note the detachable panel which reveals most of the interior in that section of the fuselage (R.J. Caruana)

The 'Lizzie' goes to War

By the time Britain declared war on Germany in September 1939, the RAF had seven Lysander-equipped squadrons. During that same month, No 2, 4, 13, and 26 Squadrons were dispatched to France as part of the Air Component of the British Expeditionary Force (BEF), with No 16 Squadron following in April of the following year. During that winter, popularly known as 'The Phoney War', Lysander squadrons in France flew nothing more than training sorties. Photos of the period often

during and after the evacuation of Dunkirk, duties for a number of units switched over to ASR as from July 1940. The stub wings attached to the wheel spats were successfully adopted to carry life rafts and other supplies which could be dropped when downed airmen were located at sea.

Production of Lysanders continued unabated, and as problems had been encountered with the Perseus of the Mk II it was decided to switch back to the reliable Mercury, this time in the form of the 870hp Mk XX or 30 driving a de Havilland variable

pitch propeller. Twin 0.303in (7.7mm) Brownings now formed the standard armament for the gunner in the rear cockpit, and this was also fitted to a number of Mk Is and IIs still in service. Westland was to build 367 of the Mk III, while a further 150 were built under licence in Canada.

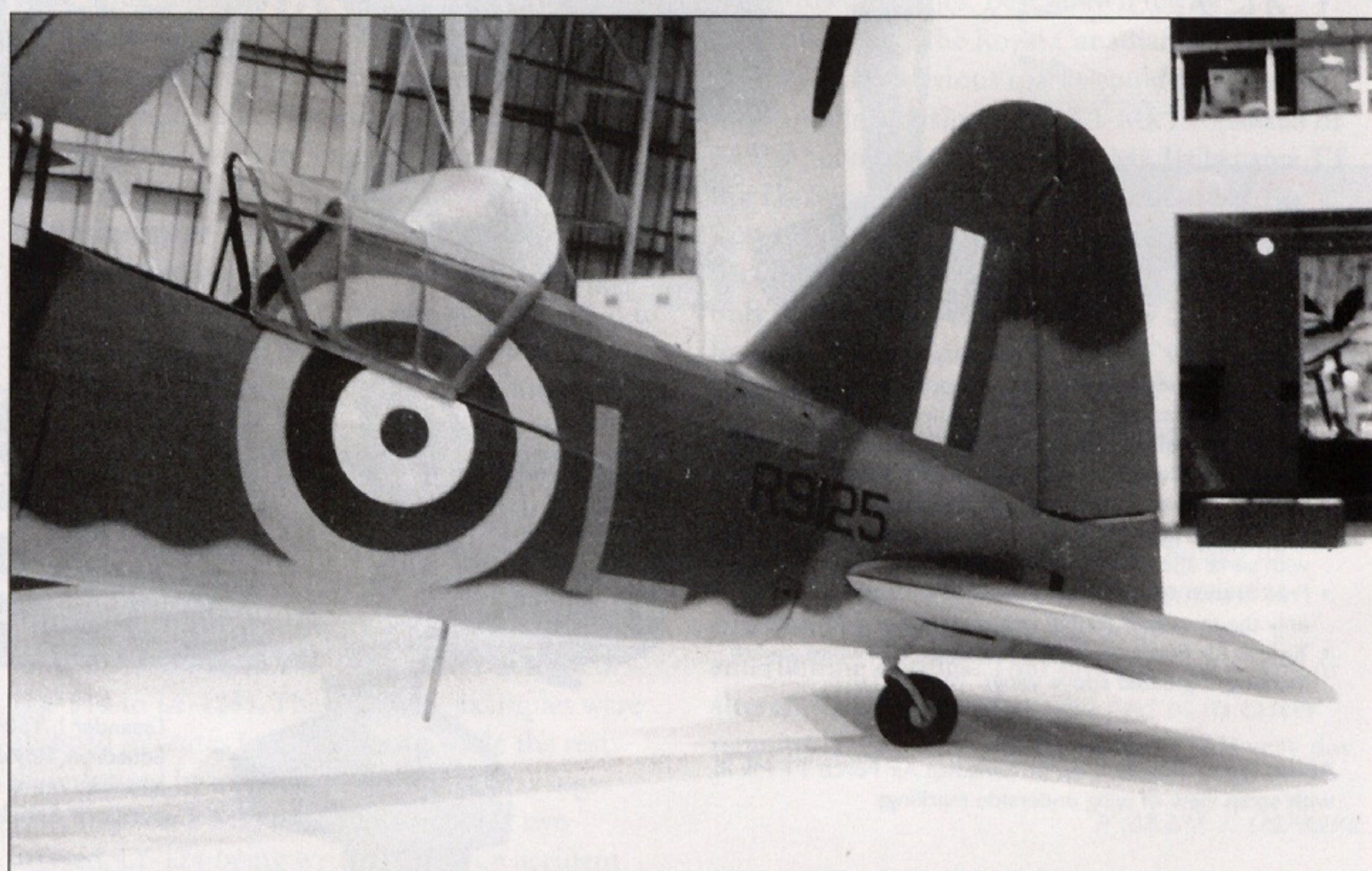
Fear of an invasion was high during the second half of 1940, leading aircraft manufacturers to experiment with all sorts of strange ideas in an attempt to turn ploughshares into swords; the Lysander enjoyed its share of modifications. Weirdest of all was K6127's transformation. Its rear fuselage was removed just aft of the glazed area and a mock-up Boulton-Paul four-gun turret was fitted at the far end. New tail surfaces, inspired by the Delanne tandem wing, were fitted with twin

"Lysander crews put up a gallant fight... ..but had to be withdrawn due to heavy losses"

show Lysanders flying with the side plates of the wheel spats removed, following a series of incidents caused by mud jamming the mainwheels.

Some hard realities had to be faced when the German assault finally came on 10 May 1940; there was no possibility of operating the type without air cover, and as the Luftwaffe gained air supremacy within a relatively short period of time, the slow and poorly armed Lysanders became easy targets. Its use in the ground-attack role also proved of little value as it carried such a small load of bombs. Lysander crews put up a gallant fight, particularly in support of the besieged garrison at Calais, but had to be withdrawn due to heavy losses. Of the 174 on strength with the BEF, fewer than 50 returned back to Britain. With the fall of France and the opening of the Battle of Britain, new roles were to be performed by the Lysander, some of which were to become its trademark.

As the fighting over the Channel intensified, the need for Air Sea Rescue (ASR) aircraft became critical. After a short period during which Lysanders flew anti-invasion patrols, especially



Rear port fuselage and tail of R9125, showing in particular the style of canopy framing of the rear cockpit (R.J. Caruana)



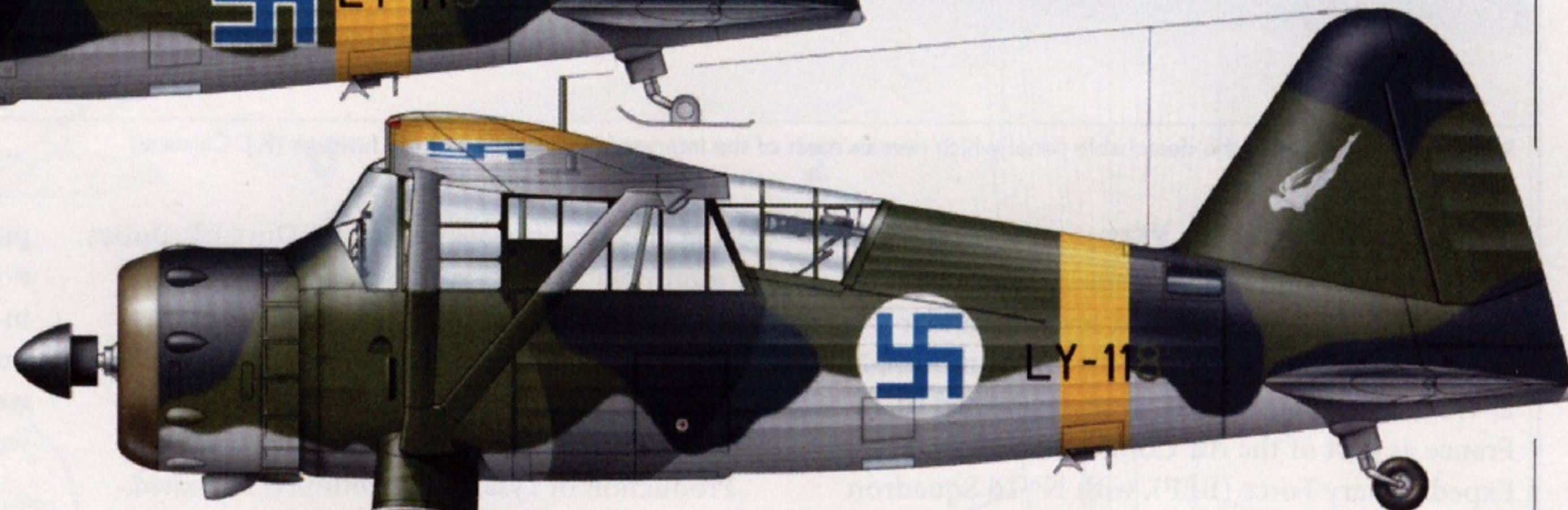
Lysander II, '62', Irish Air Corps. Dark Earth/Dark Green upper surfaces, wrapped around underside of fuselage; Light Grey undersides. Two-colour roundel on fuselage sides and above wings; tricolour stripes under wings, with Orange towards wingtip. Note No. 1 Fighter Squadron badge ahead of windscreen



Lysander II, '3130', Turkish Army, 1944. Dark Earth/Dark Green upper surfaces, wrapped round underside of fuselage; Silver undersides. Code is black (31) and white (30)



Lysanders I, LY-119 (left) and LY-118 (below), 2 LeLv 16, Finnish Air Force, 1942. Olive Green and Black camouflage upper surfaces; Silver undersides. Yellow bands and underside of wingtips; Yellow cowl on LY-119. Different styles of Swastika markings, outlined in white on LY-119 and in a white disk on LY-118. Note variations in silver 'Diana' markings on fin



- Above – Scrap views show (top to bottom):
- Finnish AF Lysander underwing markings
 - Typical camouflage pattern for the Lysander; a mirror image was also used
 - Early RAF style rendering of black/white underwing finish (silver used instead of white sometimes) with serial also carried on very early examples
 - Free French Air Force underwing markings; only the tri-colour roundel was used above the wings
 - Turkish Air Force underside markings; red/white square markings repeated above wings

Above Right – Upper view of Canadian Air Force TT Mk III, with scrap view of wing underside markings



Lysander I, Y504, No. 1 Army Co-Operation Squadron, Royal Egyptian Air Force. Silver and anodised metal finish; REAF roundels in six positions. Serials and spinner in black

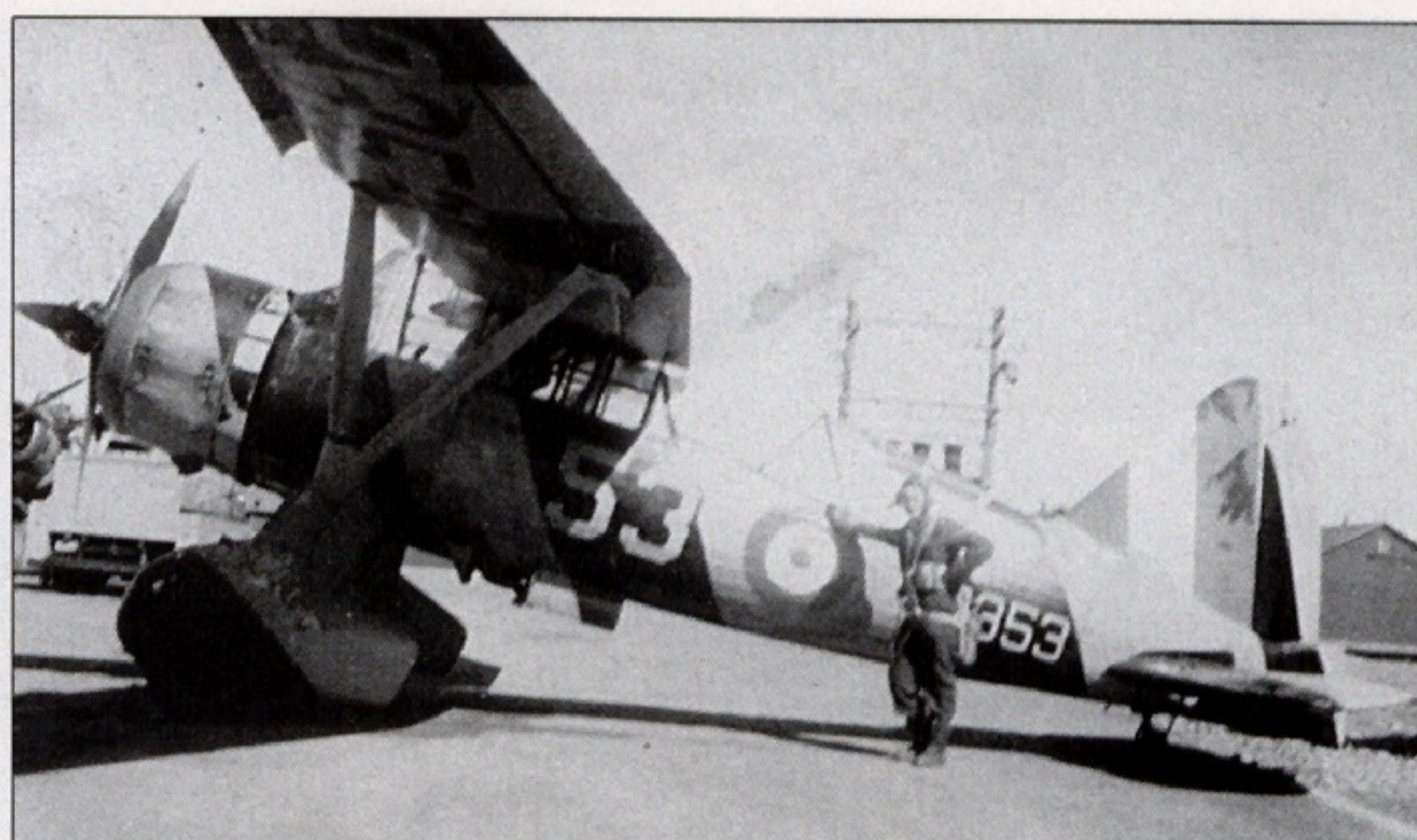
Profiles: 1/72 Scale

3 of 3

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Starboard side view of 2322, TT Mk III, clearly showing the position of the black 36" bands on fuselage and under the wings (John Melson)



Another Royal Canadian Air Force target-towing 'Lizzie', 2353, showing the stripes on the port side; note '53' is repeated in larger form under the rear cockpit (John Melson)

vertical fins and rudders. L4673 was fitted with a ventral pack housing four .303in guns (earning it the nickname of 'Pregnant Perch'), while K6127 and L4673 had a pair of 20mm Madsen cannon fitted onto the undercarriage legs. A power-driven turret was tested in place of the gunner's position on P1723, while T1443 was fitted with castoring mainwheels for cross-wind landing tests. Of particular note was the redesigned (Steiger) wing fitted to P9105, having full span slots and flaps which further increased its lift; ailerons were eliminated on this wing, lateral control being achieved by actuating the spoilers.

Squadrons operating under the command of the Special Operations Executive. Over the next few years, the first two squadrons flew 293 persons into improvised secret landing fields in France, bringing back over 500 passengers, including a number of shot-down RAF aircrew. Apart from the ferrying of persons, a considerable amount of aid to various resistance movements in occupied Europe was also delivered by air, including arms and ammunition, explosives, radios and all sorts of other stores. No 148 Squadron flew similar missions in Italy, while a number of RAF squadrons in the Far East

were operated mainly by LeLv12 although some work with this aircraft was also performed by LeLv14 and LeLv16. By the time that operations against the Soviet Union began in June 1941, all Finnish Lysanders were on strength of the 2nd Flight of LeLv16 based at Rautavaara. LY-116 and LY-119 were transferred to TLeLv14 in June 1944 with LY-115 following soon afterwards; the latter is believed to have flown the last Lysander sortie in Finland before the armistice on 4 September 1944. It then passed on to HLeLv21 until it went into storage in November 1945, until March 1946 when it was scrapped.

The Indian Air Force was presented with 12 Lysanders by the Bombay War Gifts Fund on 7 November 1941, these being assigned to No 1 Squadron. Training on this type had begun at Drigh Road in August while the

squadron had been temporarily issued with Armstrong Withworth Atalanta transports in place of the Wapitis which it had previously flown. No 1 Squadron arrived in Burma on

1 February 1942 to begin its operations. Egypt received 19 Mk Is together with a sole example of the Mk III; Portugal received eight Mk IIAs and Turkey 36 Mk IIs. Other air forces to operate the Lysander include the Free French Air Force, the Royal Australian Air Force and the South African Air Force.

The Lysander's speed range together with its excellent handling made it an ideal candidate for target-towing duties. Best known for its association with the Royal Canadian Air Force, practically all previous marks could be found in target-towing versions. The TT Mk I consisted of 14 Mk I conversions while five Mk IIs became TT Mk IIs. Seven Mk Is, 16 Mk IIs and 28 Mk IIIs were modified to target-towing standard thus becoming TT Mk IIIs. The TT Mk IIIA was the only version to be built specifically for this role, based on the Lysander IIIA, and of which 100 examples were produced.

Fortunately one can still see a respectable representation of Lysanders preserved around the world, both in museums and, better still, in flying condition. Most pilots who flew it praised its flying qualities and, as someone in particular described its 'trouble-free and sometimes entertaining outings'. That says a lot for a type of aircraft whose most successful part of its career remains largely clouded in secrecy to this very day.

Richard J. Caruana

"...its excellent handling made it an ideal candidate for target-towing duties..."

Covert Operations, Exports, Target Towing

As the invasion threat eased, none of these modifications ever materialised. On the night of 4/5 September 1941, a Lysander embarked on a mission which would become synonymous with the type. A black-painted aircraft landed in occupied France to drop a secret agent, picked up another and returned to the UK. This type of operation was the prelude to a success story which was to involve No 138, 161 and 357 Special Duties

were also engaged in such clandestine work.

A suitably modified version of the Lysander was produced specifically for this role, identified as the Mk IIIA (SD). The guns in the rear cockpit were removed to make space for passengers. A ladder was fixed to the port side of the cockpit so that persons could board or leave the aircraft as quickly as possible. Range was extended by fitting a 150 gallon (682 litre) external fuel tank under the fuselage, between the undercarriage legs, giving it an endurance of some eight hours. The guns housed in the wheel spats were usually retained, including their 500 rounds of ammunition. Some 247 examples of the Mk IIIA were built. Production of the Lysander in UK came to an end in January 1942.

Before proceeding to consider the final variant of the Lysander it is fit to give a brief description of its exports. Just before the outbreak of the war, six Lysanders II (coded 61 to 66) were delivered to the Irish Air Corps (IAC). These were ferried by pilots of the IAC on 15 July 1939 to Baldonnell, where they were immediately passed on to training schools. In August they had been reallocated to the Fighter Squadron, distributed between A, B and C Flights.

Finland had started to negotiate a deal for some 70 Lysanders, but this number was eventually reduced to 17, of which only 12 were delivered (LY-114 to LY-125). The first nine examples were shipped in crates to Gothenburg while the rest were ferried by air from Yeovilton to Stavanger (Norway) on 2 March 1940 where only two arrived, LY-124 being written off in an accident. After all the Lysanders arrived in Finland, they



WESTLAND LYSANDER SPECIFICATION

Type:	Two-Seat Army Cooperation and multi-role aircraft
Power Plant:	(Lysander I) 890 hp Bristol Mercury XII nine-cylinder air cooled radial; (Lysander II) 905 hp Bristol Perseus XII nine-cylinder air cooled sleeve valve radial; (Lysander III) 870 hp Bristol Mercury XX or 30 nine-cylinder air cooled radial
Dimensions:	Span - 50' (15.24m); length - 30' 6" (9.29m); height - 11' 6" (3.50m)
Weights:	Empty - 4,044lb (1834 kg); loaded - 5,833lb (2645 kg); maximum - 7,500 lb. (3402 kg)
Performance:	Maximum speed (Lysander I, II) - 237mph (381km/h), (Lysander III) - 190mph (306km/h); initial climb (Mk I) - 1,900 ft/min (580 m/min); service ceiling (Mk I) - 26,000' (7925m); range - (Lysander I) 600 miles (966km), (Lysander III) 1400 miles (2253 km)
Armament:	(Lysander I) one x .303 in. Browning in each wheel spat (500rpg); one x 303 in. Lewis or Vickers manually operated from the rear cockpit; (Lysander IIIA) one x .303 in. Browning in each wheel spat (500rpg), twin 303 in. Browning manually operated from rear cockpit.
Payload:	Up to two 250lb (113kg) on stub wings; or up to sixteen 20lb (9 kg) anti-personnel bombs



Sea Eagle of the Luftwaffe

by Libor Maly

1/72nd Scale

Manufactured by



Imported in UK by

ANNANTS

Development History

The Junkers Ju 290A-5 Seeadler (Sea Eagle) was a long-range maritime surveillance aircraft and was also the first version offering realistic protection. Fuel could be rapidly dumped in an emergency and the fuel tanks were also given additional protection. Heavy armour was incorporated around the pilot and co-pilot seats and protected them against rounds of up to 20mm calibre. Defensive armament was improved by two Focke-Wulf low-drag dorsal turrets equipped with a 20mm MG 151 cannon and two similar weapons firing from aft waist positions. One more cannon was added in the tail cone and operated from a prone position. The ventral gondola mounted one MG 151 cannon in the front and one 13mm MG 131 machine-gun in the rear. The aircraft was flown by a crew comprising nine men: pilot and co-pilot plus seven additional crew members acting as gunners, observers, a navigator, a radio-

operator and an operator for the Hohentwiel ASV search radar.

The fuselage was largely unobstructed and had two large outward-opening doors in the port side for loading cargo. Underneath the rear part of the fuselage there was the Trapoklappe, a hinged ramp which could be lowered for air-dropping. When on the ground, this ramp allowed vehicles and heavy loads to be winched into the fuselage by lowering the ramp and thus raising the cabin floor level to the vertical position. The Ju 290A-5 was popular with its crew due to its reliability. No aircraft crashed during its service with FAGr.5. Maritime reconnaissance production consisted of three Ju 290A-2s, five Ju 290A-3s, five Ju 290A-4s and eleven Ju 290A-5s with serial numbers in the 0170-0180 range. In total there were 45 Ju 290s built.

In Combat

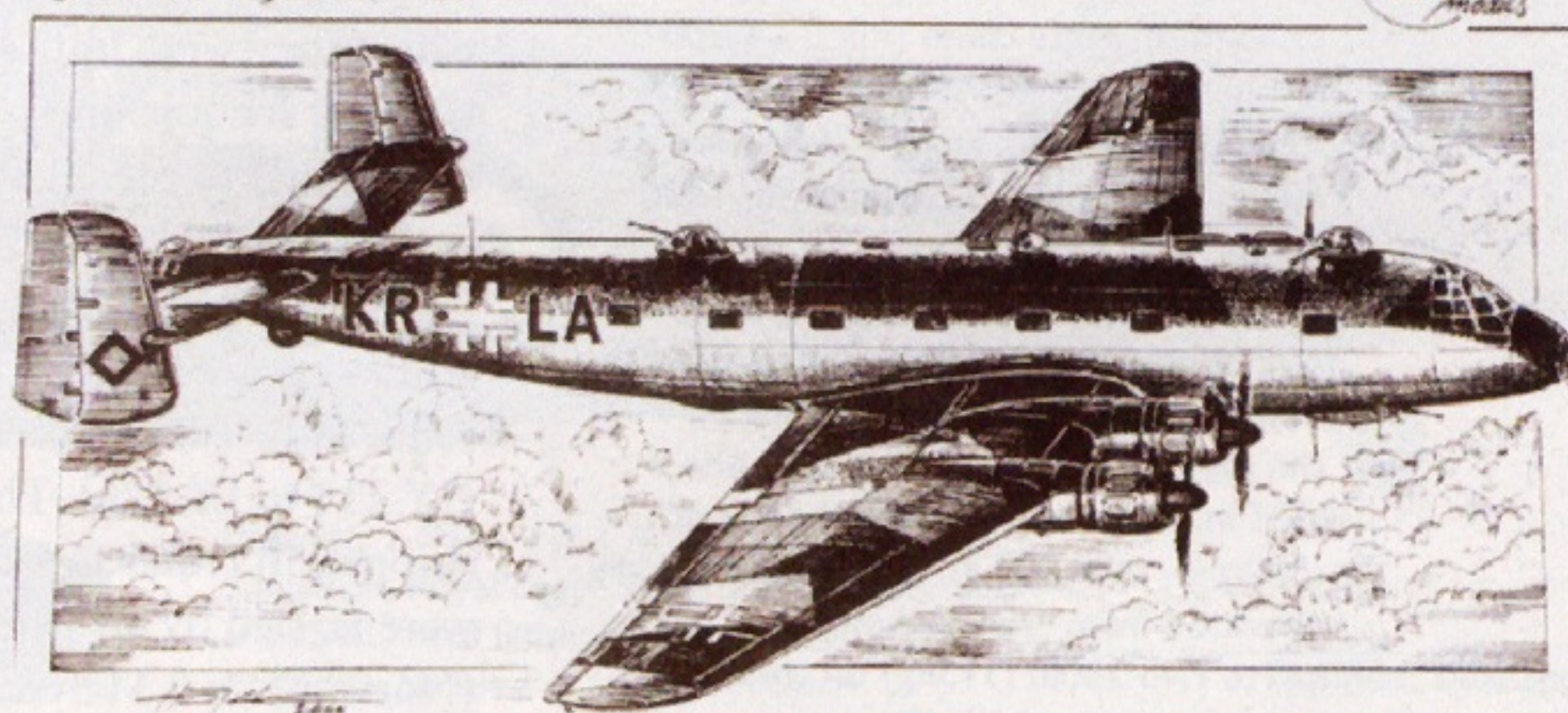
Maritime reconnaissance Ju 290A-2s and A-3s of 1./FAGr.5 began

operations on October 15th, 1943. 2.Staffel, being the second unit of the group, was deployed within the Gruppe in November. The much improved Ju 290A-5 variants joined the fleet from early spring 1944 and the third Staffel was formed.

Most of missions were aimed at providing target information for U-boats using the FuG 200 Hohentwiel radar to detect convoys at ranges approaching 100km. At any

one stage, only about 20 aircraft were on the strength of FAGr.5, which was totally inadequate for their task of patrolling such a huge area of the Atlantic. Their operational boundaries stretched from Gibraltar and the north-west coast of Africa, out to the 300 W line of longitude and up to 550 N latitude, then back to the west coast of Ireland including the Hebrides! In late spring 1944 three 4./FAGr.5 aircraft were ordered back

Junkers Ju 290 A-5



Made in Czech Republic

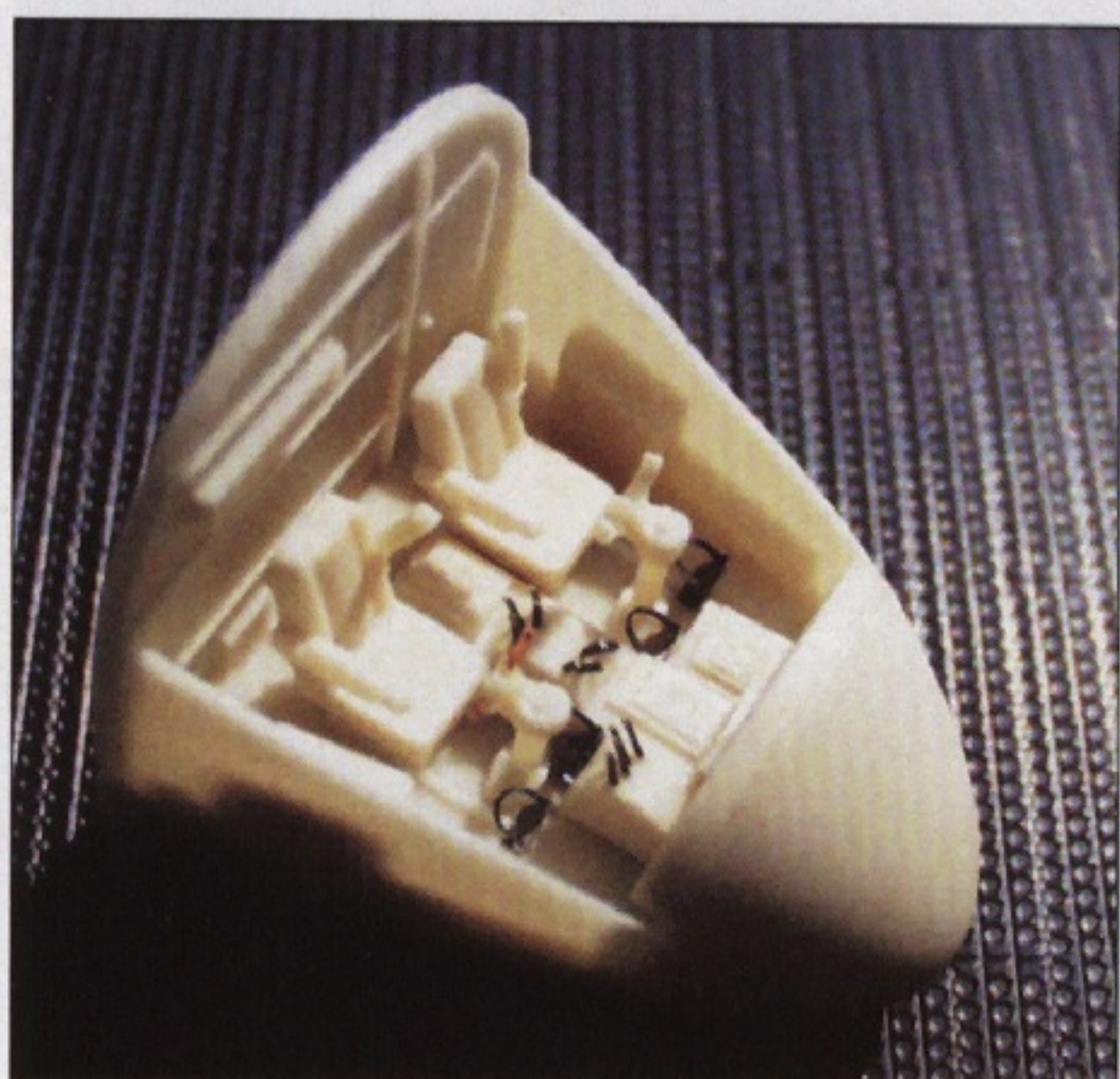
Junkers Ju 290A-5 box top



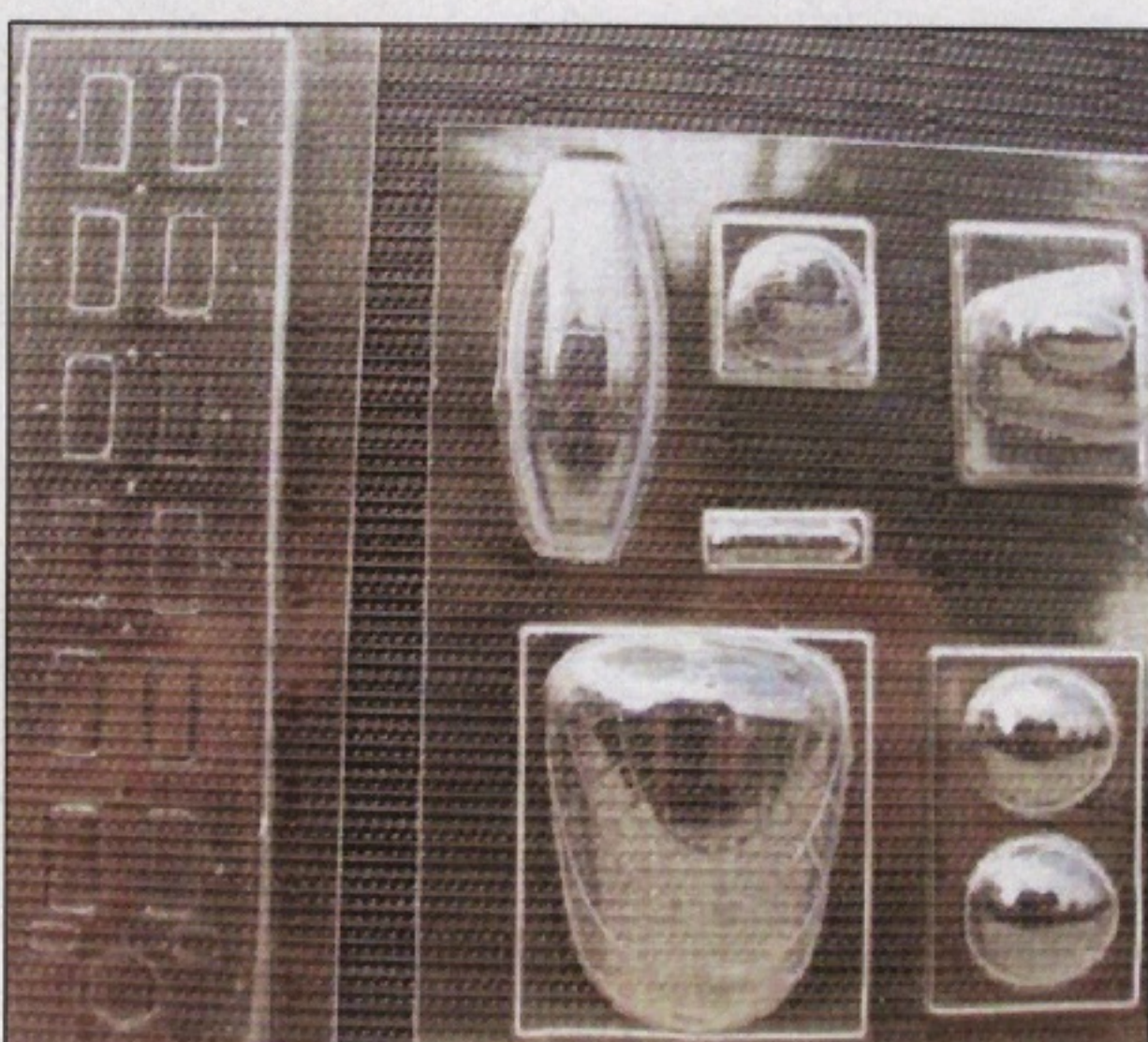
Junkers Ju 290A-5 decal Sheet



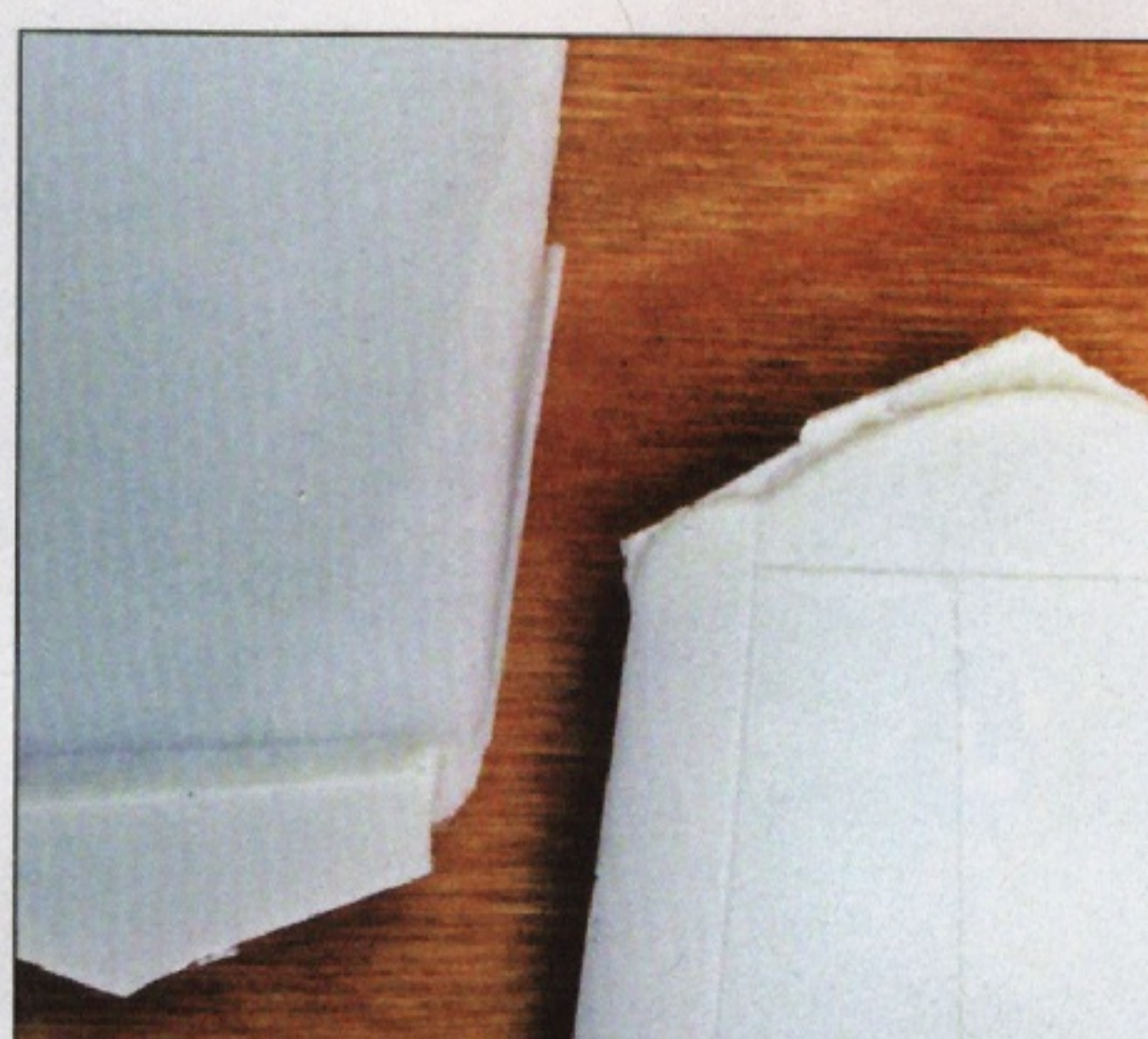
1 & 2. Pre-coloured seat belts from Eduard set 73-003 were used to make the pilot's office more realistic



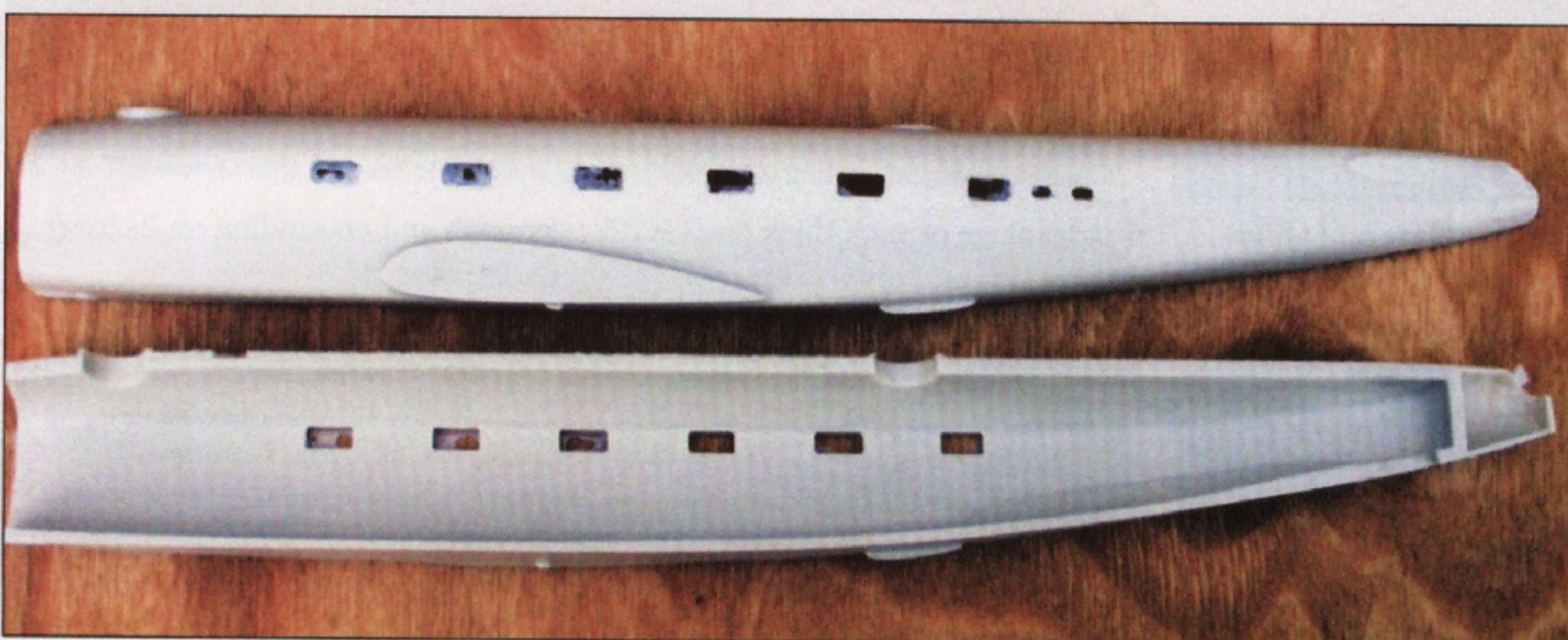
3. Control levels for engines and rudder are included on the photo-etched fret



4. Clear parts. Two of everything is included



5. Wing tips are reinforced; removing the excess resin with sandpaper is necessary



6. Fuselage halves are thick to ensure a strong joining surface...



7. ... however, some gaps appeared. Gap-filling superglue helped to fill all the gaps



8 & 9. Putty and fine wet and dry had to be used to smooth the fuselage surface



to Finsterwalde, where they were stripped of armament and given auxiliary fuel tanks. Staging from Mielec and Odessa, the aircraft flew non-stop to Manchuria, returning with 'special cargos'. FAGr.5 was forced to withdraw from France in August 1944 and thus stopped its activities. The surviving Ju 290As were switched to use in the transport role. Several aircraft joined 3.Staffel/KG 200, the Luftwaffe's special unit flying agent-dropping missions. This unit also flew the sole Ju 290A-6, originally developed as a pressurised personal transport for Hitler. Several aircraft belonging to this unit were used for one-way flights to Madrid and Barcelona carrying Nazi representatives that tried to escape from the Fatherland in April 1945. One Ju 290A-6 was later used by the Spanish Air Force and one Ju 290A-7, a variant which did not enter service, was ferried to the USA for trials (complete with a booby-trap in the wing, which luckily did not detonate!).

MPM's Kit - Opening the Box

Surely the first act of any modeller standing at a hobby shop counter? Any Luftwaffe modeller will be attracted by the large white box and will be itching to examine its content. The entire kit is made from RESIN

(resin). Both the fuselage and wings consist of two halves. Among the other parts you will find components for the undercarriage, guns, exhaust pipes, antenna masts etc. The engine cowlings and their rear compartment are made from a solid resin block. All parts are wrapped separately in plastic bags. Clear parts for the canopy, both dorsal and ventral turret covers, tail cone and fuselage windows are vac-formed. The kit also includes a photo-etched fret providing nose antenna arrays and masts. There are no seat belts so use any suitable set that provides them. My choice was an Eduard 1/72nd pre-coloured seat belts set.

Beginning the Building Process

I began my work by cutting out all the small resin parts that were surrounded by a thin film. Patience and care is needed during this stage as small parts can be broken easily if you use too much brute strength. At the same time cut out all the clear parts. Get both putty and superglue ready to commence construction!

Fuselage

Joining the fuselage halves is quite easy, the joining areas are nearly 5 mm thick and fit tolerably even without locating pins. The only

disadvantage of such thick parts is when looking through the windows into the fuselage you can see the thick walls behind the window recesses. If you chose you may well want to thin these areas before assembling the fuselage halves. I didn't make the fuselage walls thinner because it involved a lot of work and what's more, I was a little bit lazy and still am!

When the fuselage halves were joined, putty started playing a significant role. It was necessary to use it along the top and bottom joint line. No surprise I suppose, we have to do it when making any resin model.

The front part of the fuselage, that the pilot cabin is embedded in, is made from a solid resin block. Such an approach is wise since fitting both cockpit compartment as well as glazing is much more convenient, especially when we install the clear cockpit canopy in place. Accurate fitment as much as possible is necessary to avoid using an excess of filler. When the cockpit area is completed the canopy can be added. A little filler will probably be needed around the joints of this component.

Wings and Tail Surfaces

Making the wings from two halves allows an excellent appearance to be achieved. The trailing edge is thin

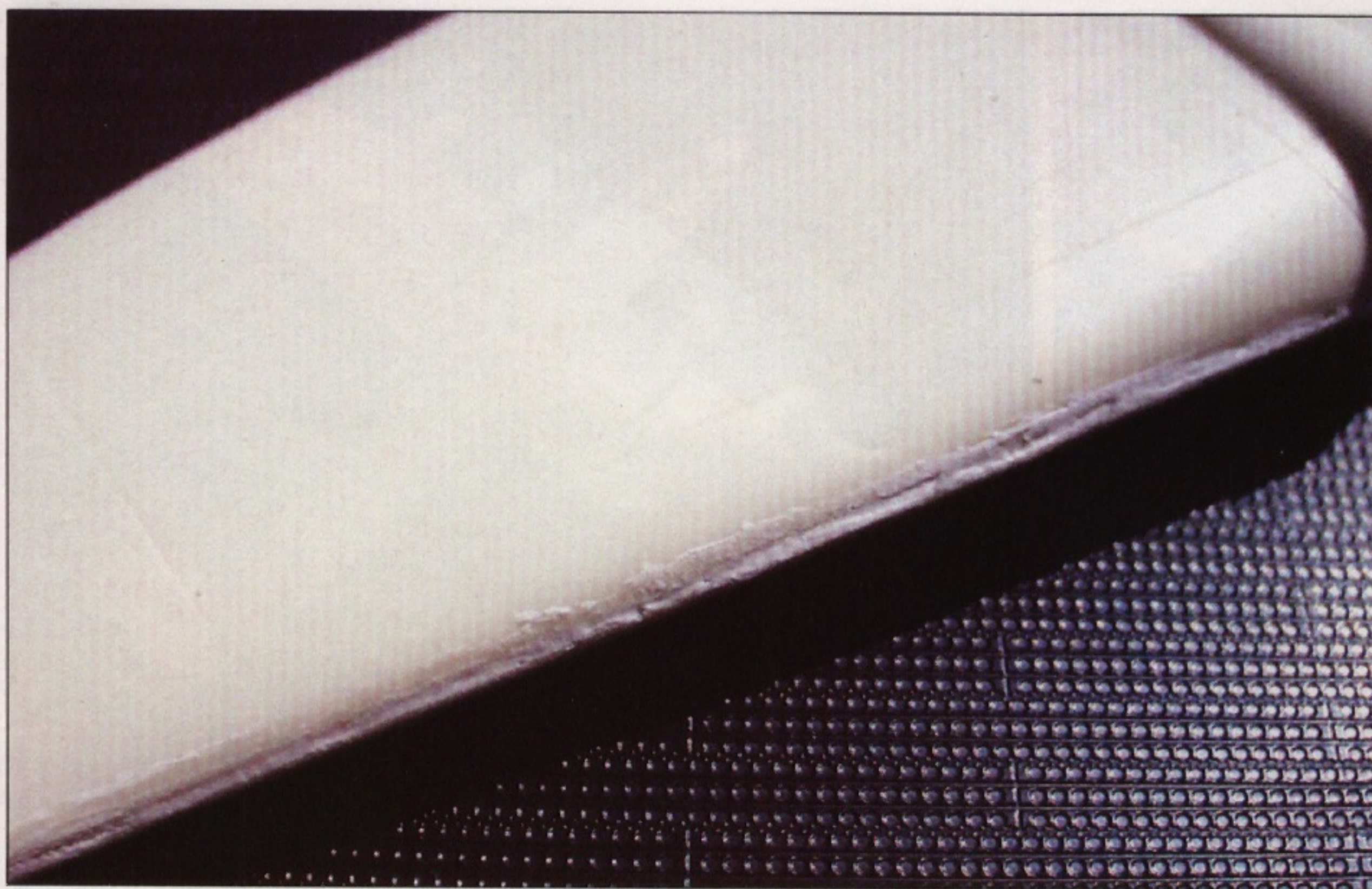
enough and no sanding on its inner faces is needed. Nevertheless, production of such wings with thin, almost see-through wing tips, had to be with the aid of Resin runners to avoid the tip being damaged. These runners have to be removed before the wing halves are put together. Moreover, you will need to use putty again to fill gaps in the leading edges.

I advise using wire strengthening for the joint of the wings to the fuselage. The wire helps you get the right wing position as far as the dihedral is concerned. The same situation occurs with the tail surfaces. They are made from solid resin components and you only need to check their correct position and alignment before installing them.

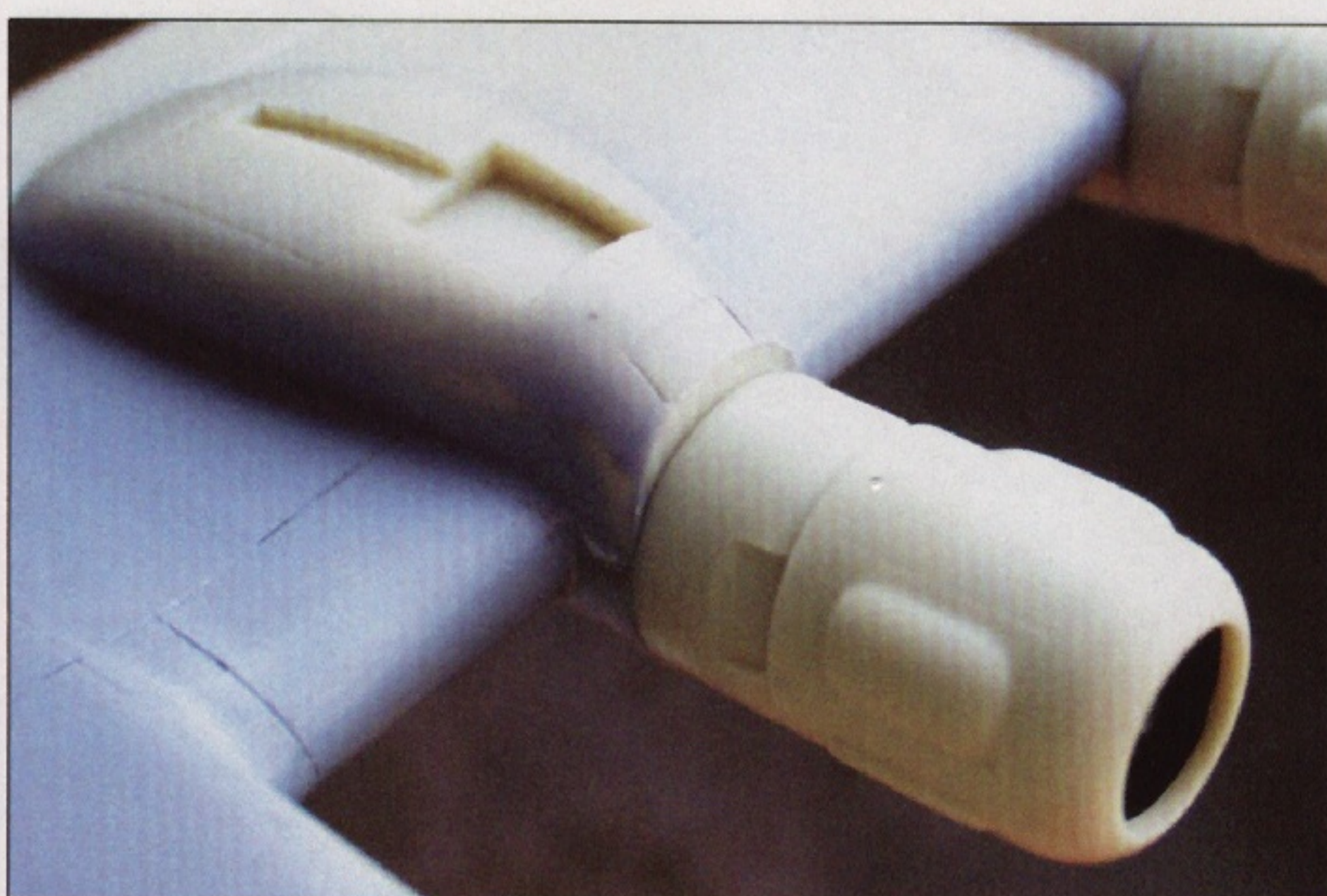
Engines

The engine nacelles and their rear sections are assembled rapidly. Setting the exhaust pipes in place is better left until the entire model is painted as is adding the propellers, painted in RLM 70.

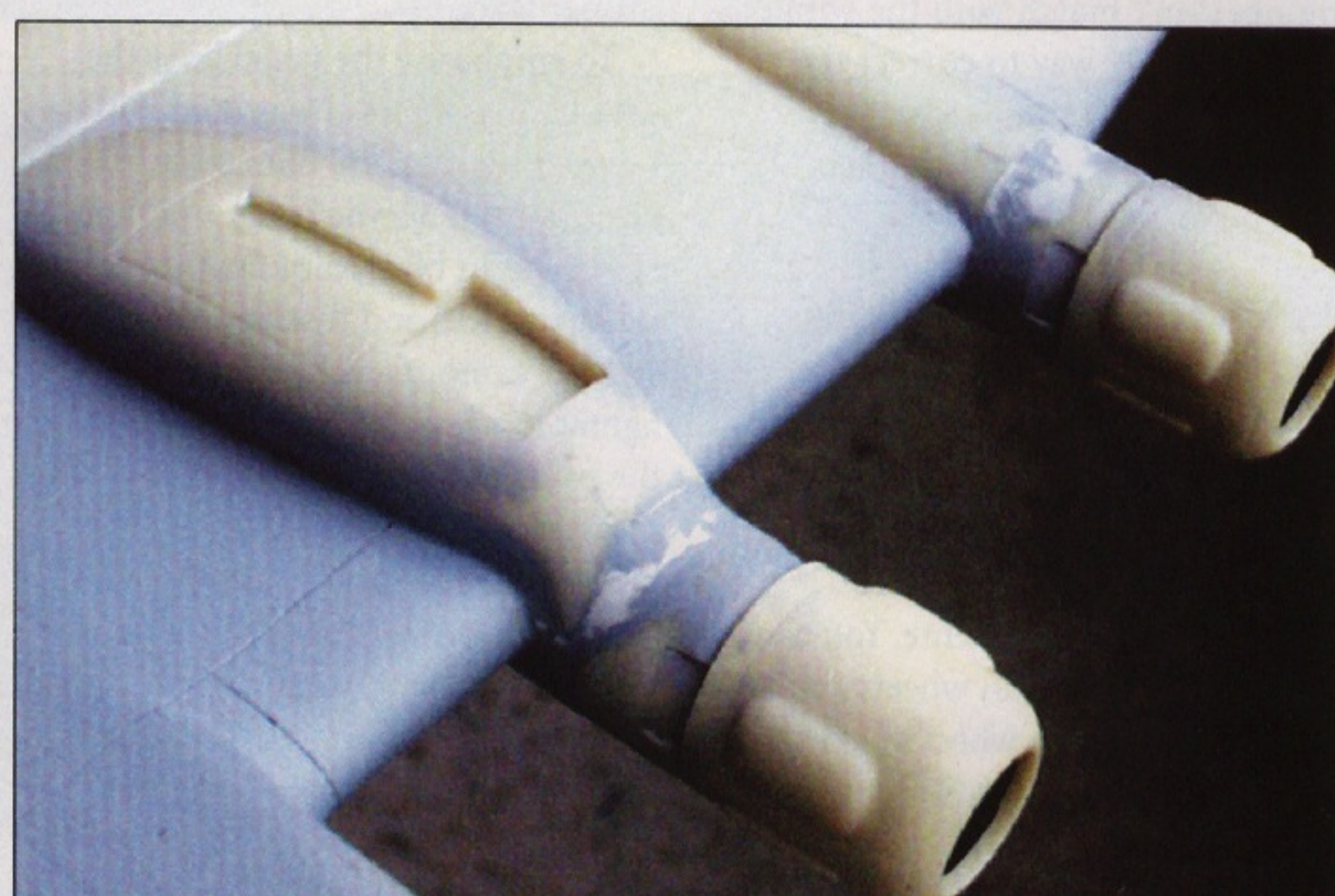
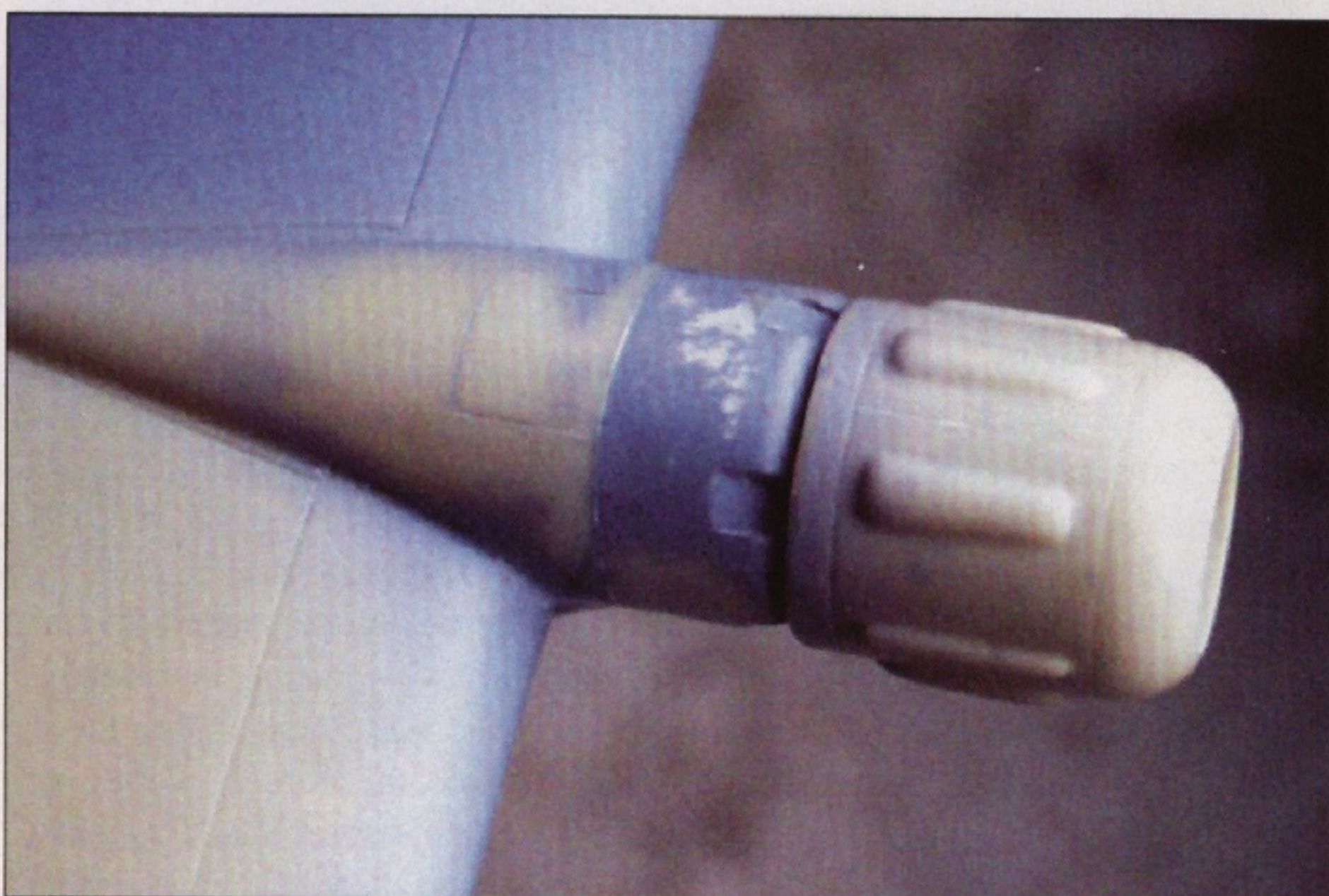
The worst experience I had when building this kit was trying to add the engines to the wings. The instructions don't allow you to recognise which engine should be glued in which position and so the trouble starts. As a result you'll probably find, like me, that two



10 & 11. As far as wings are concerned I had to undertake the same surface finishing work



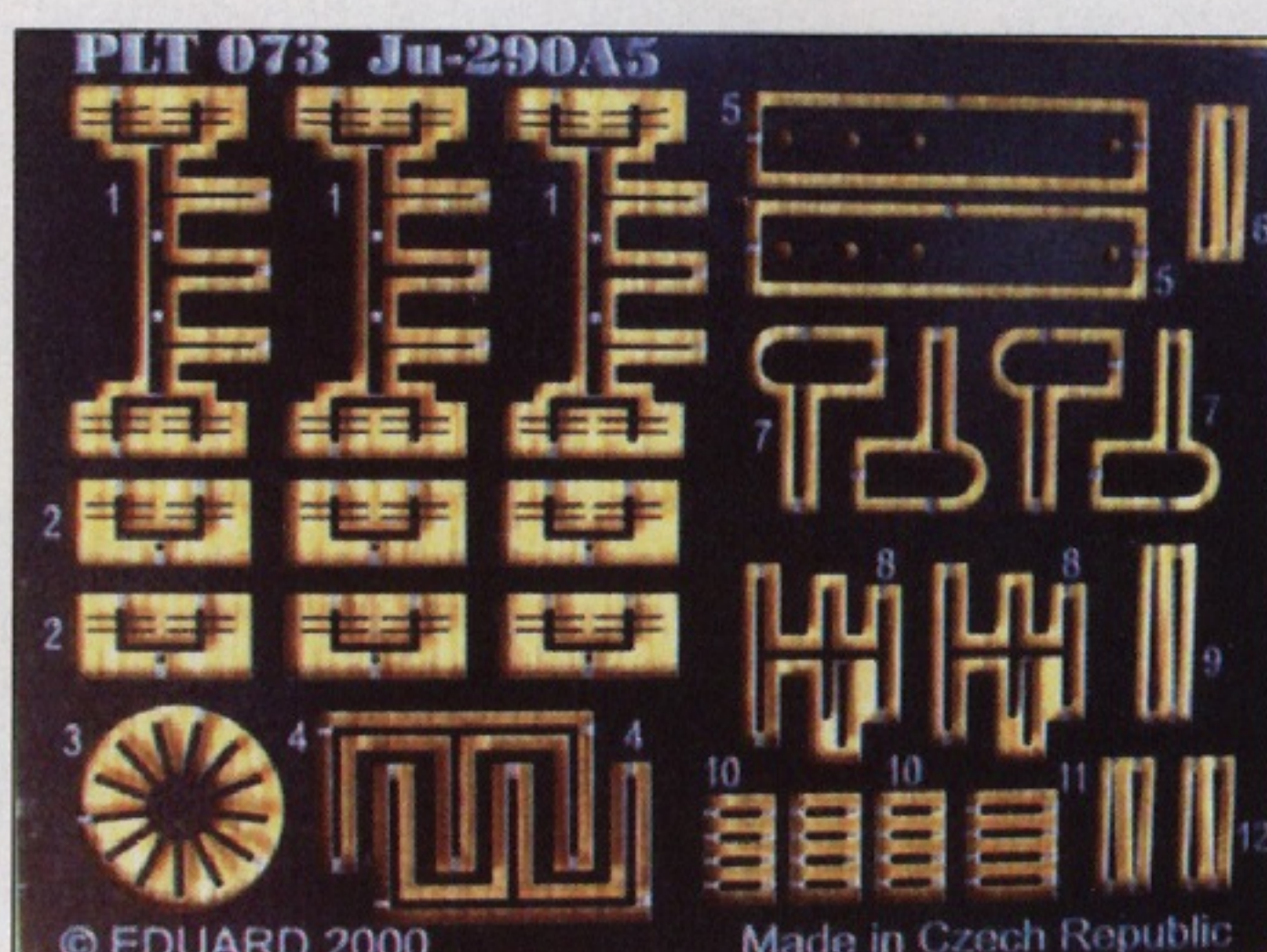
12 & 13. The worst fitting element of the kit is trying to install the engines onto the nacelles



14 & 15. Filler and the sanding is used to correct engines fit problems. Repeated sanding and overspraying all corrected areas with Gunze Sangyo Mr.Surfacer 1000 is recommended



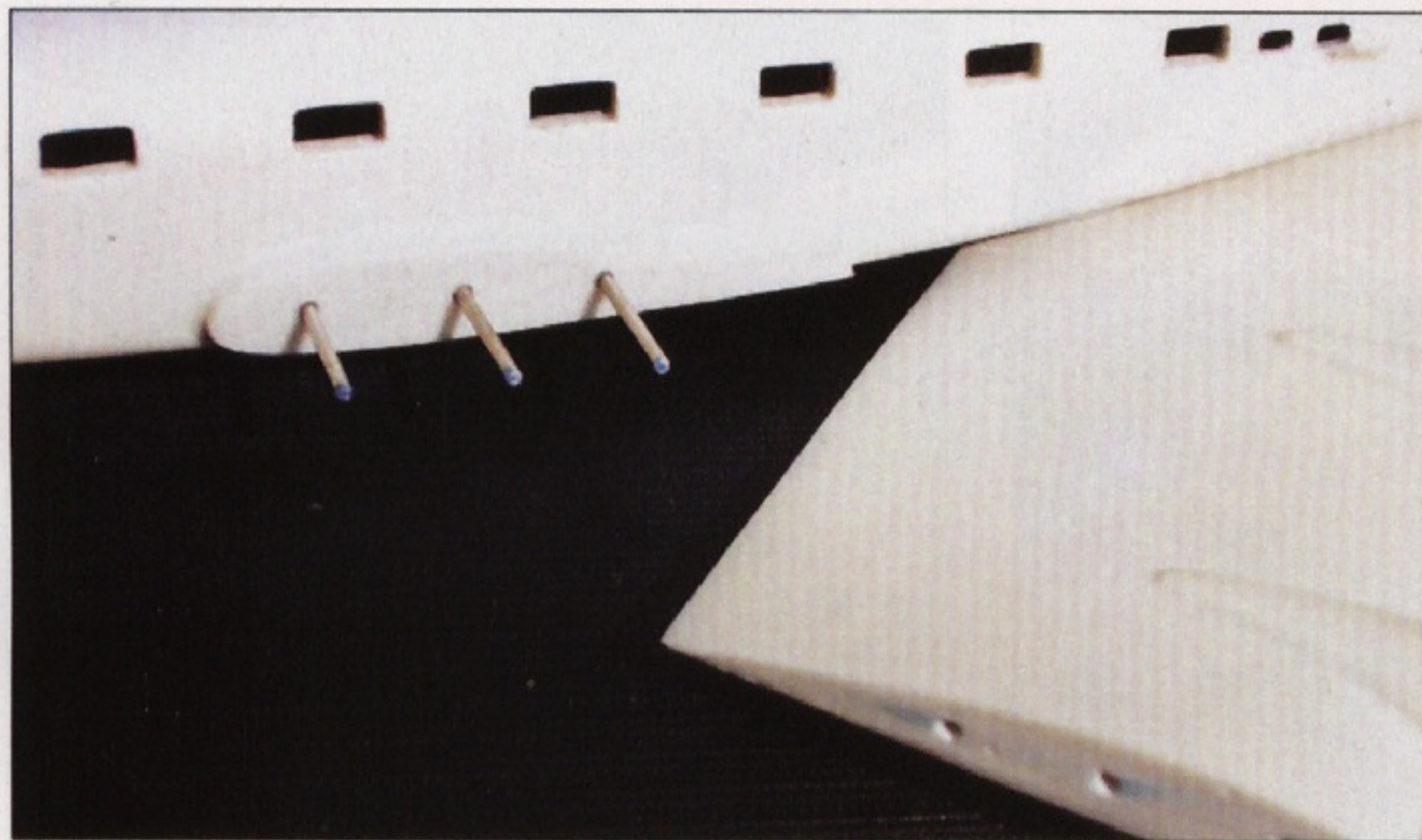
16. Undercarriage legs are made from white-metal



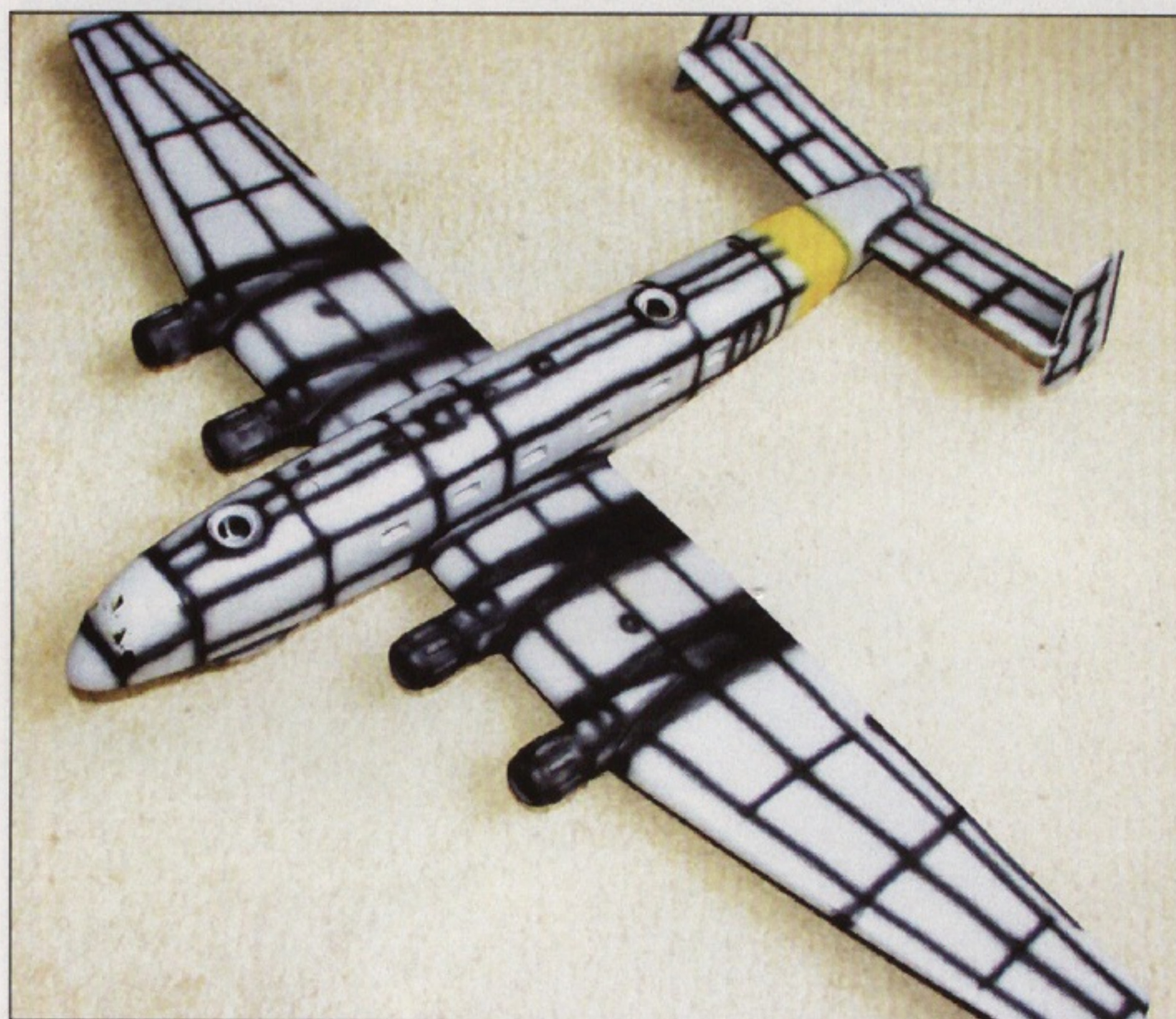
17. The etched fret contains the radar antennae and other aerial systems as well as pilot controls



18. All the wing areas were scratched so their surface had to be smoothed with a fine wet and dry



19. Reinforcing the butt-joined wing and the vertical tail surfaces with metal wire



21. Pre-shading method, flat black Tamiya paint had been used before applying the camouflage scheme

engines don't match with the wings at all. The only way to correct the large gaps and steps between the engines and wings is to use filler once again.

Undercarriage and Details

The undercarriage legs are made from white-metal and the actuators and wheel bay covers from resin. All these parts, painted in RLM 02, can be glued in place before you start painting the overall scheme. You can also add the four main wheels and the tailwheel. The main wheel hubs should be in RLM 66 (surely gloss black for Luftwaffe aircraft? - Editor), the tailwheel and its wheel bay in RLM 02. Antennas, masts and especially nose radar arrays have to be installed once the entire model is painted to avoid breaking them off.

Paint Application and Weathering

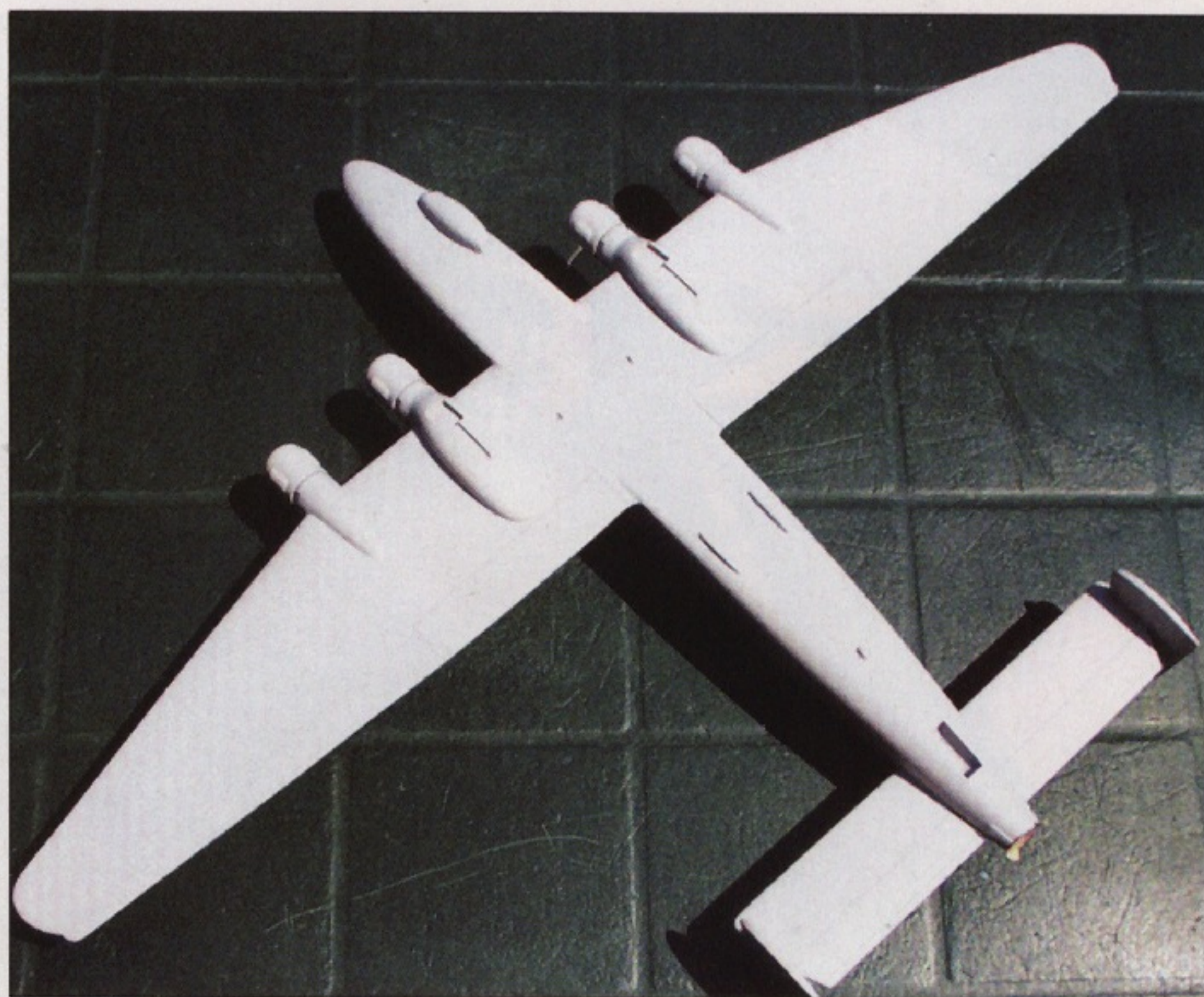
I strongly recommend you overspray the entire model with Gunze Sangyo Mr. Resin Primer before applying the camouflage. Sanding the fuselage and wing areas with fine sandpaper after the primer has dried is also significant in achieving a smooth surface. Mr. Resin Primer can be applied again after sanding if needed or Gunze Sangyo's Mr. Surfacer 1000 can be used instead for the second

primer layer.

To emphasise the panel lines the pre-shading method was used. Firstly I oversprayed all the lines with flat black Tamiya acrylic paint and then applied light blue paint for the undersurfaces and fuselage. For the splinter camouflage I dashed on the lighter shade of RLM 73 green. After the paint dried I masked the RLM 73 areas with Tamiya masking tape and sprayed on the darker RLM 72. All the paints came from the Czech Republic and were made by Agama. Unfortunately, nearly all the black pre-shading disappeared as the hue of both paints was darker than I had expected. It would be better to use acrylics because their pigment is finer in comparison with enamel paints. Emphasising panel lines on the upper surfaces was done by overspraying two very thinned lighter shades of green using a sharp and straight edged sheet of paper laid alongside the lines.

Decals & Camouflage

The decal sheet, made by Propagteam, is printed to their usual excellent quality. It is very thin with a semi-gloss finish. Nevertheless, it will be better to cut around all the letters and crosses and to spray gloss varnish onto areas where decals will be applied prior to their application.



20. The entire model had been oversprayed with Gunze Sangyo Mr. Resin Primer before the camouflage scheme was applied



The instructions offer markings for two aircraft. The first one, coded KR+LA, was seen in November 1943 as the first aircraft of the A-5 variant (W/Nr.2900170). The second is 9V+EH belonging to I./FAGr.5 in October 1943. The instructions tell us the upper surfaces are in RLM 70/71 splinter pattern with RLM 65 sides and undersurfaces for both aircraft. In my opinion, in the case of 9V+EH the RLM 70 should be replaced by RLM 72 and the RLM 71 by RLM 73. These shades were used for aircraft destined for maritime roles. Also KR+LA looks more realistic painted in RLM 72/73. It should be mentioned that this aircraft took part in air refuelling trials during November 1943 and it is obvious that it had not been equipped with FuG 200 and 217R aerials on the nose during that time. Moreover, a small number '70' was placed below the cockpit canopy for its whole wartime career. In addition, the size of several crosses and letters are surely incorrect as far as either option is concerned. When you compare the crosses from the decal sheet to a quite well-known photograph of KR+LA in flight, you will realise that the under wing crosses and letters are much bigger on the decal sheet. Although fuselage crosses and lettering seem to be accurate in their size photographs depict them in a different position on

the fuselage in comparison to the drawings in the instructions. My advice is to look for appropriate photographs before you make a decision about which aircraft to build. With my Seeadler I did not use any of the schemes described above. I dug up some photographs of another aircraft from I./FAGr.5 in the Monogram Close-Up No.3 which deals with the Ju 290. It was coded 9V+BH and I decided to finish my model in this scheme. Please note that this aircraft had a tail band (probably in yellow) around the fuselage just behind the fuselage cross, the letter 'B' of the four-letter code was white, placed in the stripe, and the under wing crosses were not black outlined.

Conclusion

There is no doubt the Sea Eagle is a formidable model even in 1/72nd scale. In spite of the fact its combat career wasn't very significant the Ju 290 should be considered as a project by every Luftwaffe wartime aircraft fan.

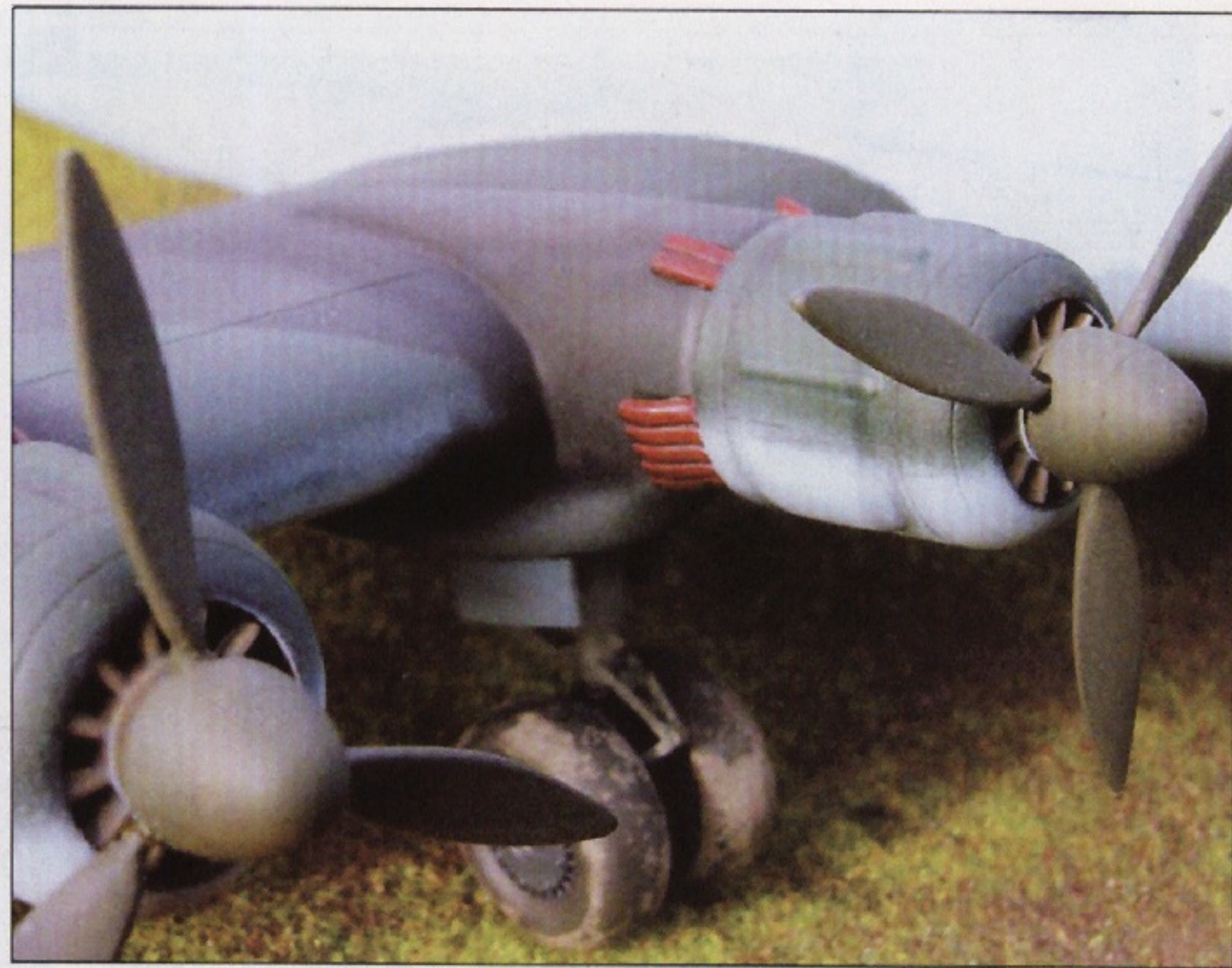
Libor Malý

Footnote

Although the model featured here by Libor is very much limited in its availability, Revell have announced the Ju 290A-5 for release as an all-new injection moulded kit in late 2003.

Reference

- <http://www.warbirdsresourcegroup.org/LRG/ju290.html>
- Monogram Close-Up No.2, Junkers Ju 290





1/72nd Scale

Manufactured by

Ardpol

Imported in UK by

AERoclub

TS-8 Bies Advanced Trainer

by Wojciech Butrycz

Early in the 1950s the licensed production of the MiG-15 jet fighter, under the designation Lim-1, commenced in Poland. It soon became clear that an advanced trainer was needed for the future Lim pilots. Tadeusz Soty, a leading constructor of Polish aircraft at that time, received the order to form a team capable of designing an advanced trainer which would prepare pilots to fly modern jet fighters. This challenging task was completed on 23rd of July 1955, with the first flight of the TS-8 being successfully accomplished. The aircraft, the eighth type constructed by T. Soty, was dubbed Bies (Devil). This was an all-metal,

modern construction with an aerodynamic fuselage and flying surfaces, retractable undercarriage with nose wheel, powered by the Polish designed and produced WN-3 engine. The WN-3 was a seven-cylinder, 320hp radial engine.

Light training armament was also provided, while the tandem cockpit for student and instructor was equipped with all the necessary instruments for 'blind flying' in bad conditions, and a radio-navigation system.

Production of the first series (BI) machines ten in all) commenced in 1957 at WSK-Okocie, Warsaw. These differ slightly from the two prototypes coded SP-GLF and SP-

GLH, in being equipped with two bomb racks, each for 50kg bombs. In the right wing a UBK 12.7mm machine-gun was mounted and an HF radio system (RSI-6K) with wire type antenna was also installed. All ten machines, extensively tested, gained a good reputation and soon WSK Mielec commenced mass production resulting in a total production number of 250 aircraft. Series BII examples were equipped with modern UHF radio systems with mast antenna behind the canopy. Also, the B 3 type constant-speed propeller was replaced by an adjustable two-blade WR-1, and the machine gun was replaced with a camera gun and

TS-8 Bies

Scale: 1/72nd

Kit No: 72-024

Price: £17.50

Panel Lines: Recessed ✓

Status: New Tooling ✓

Production: Limited

Type: Resin

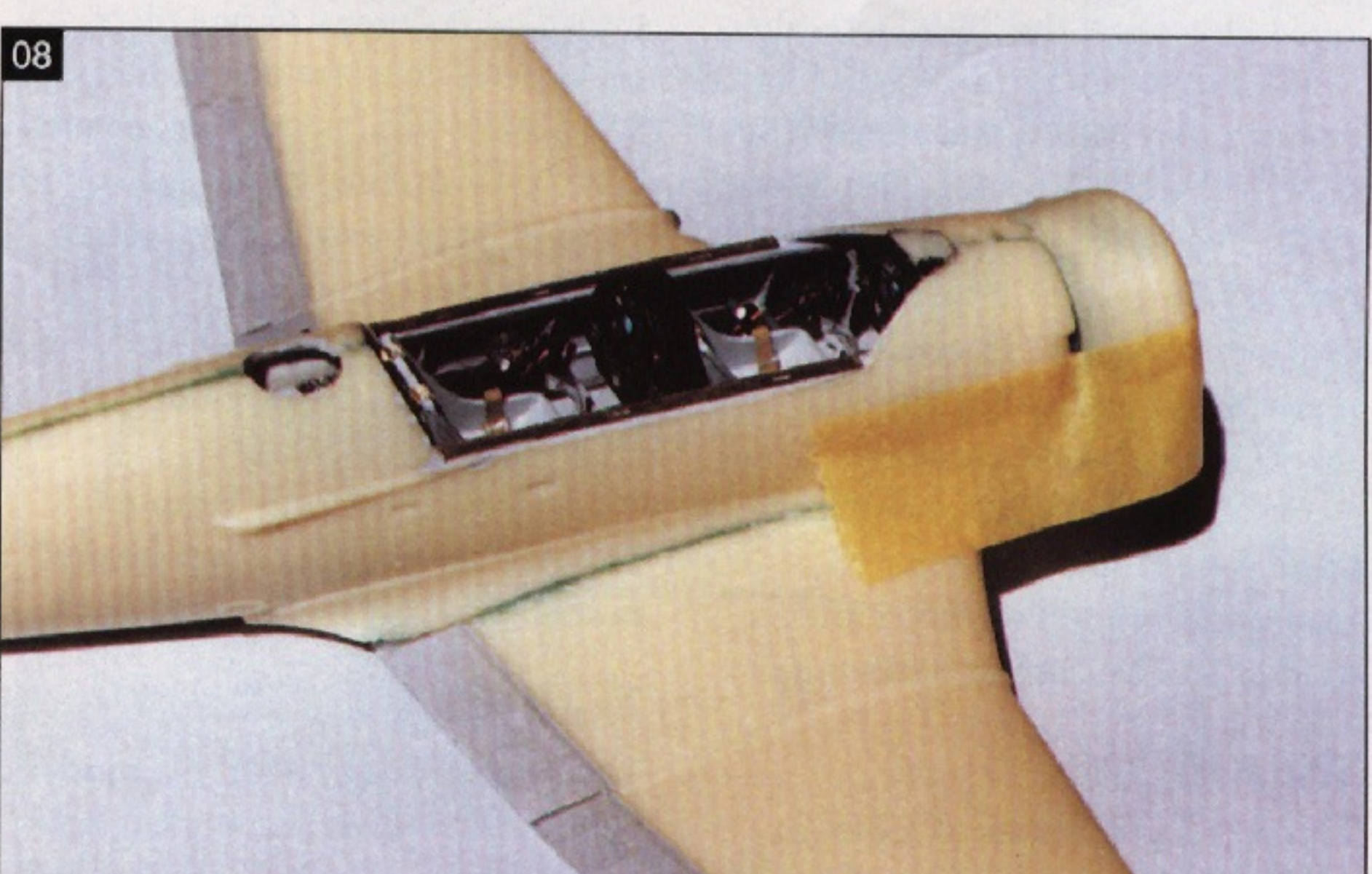
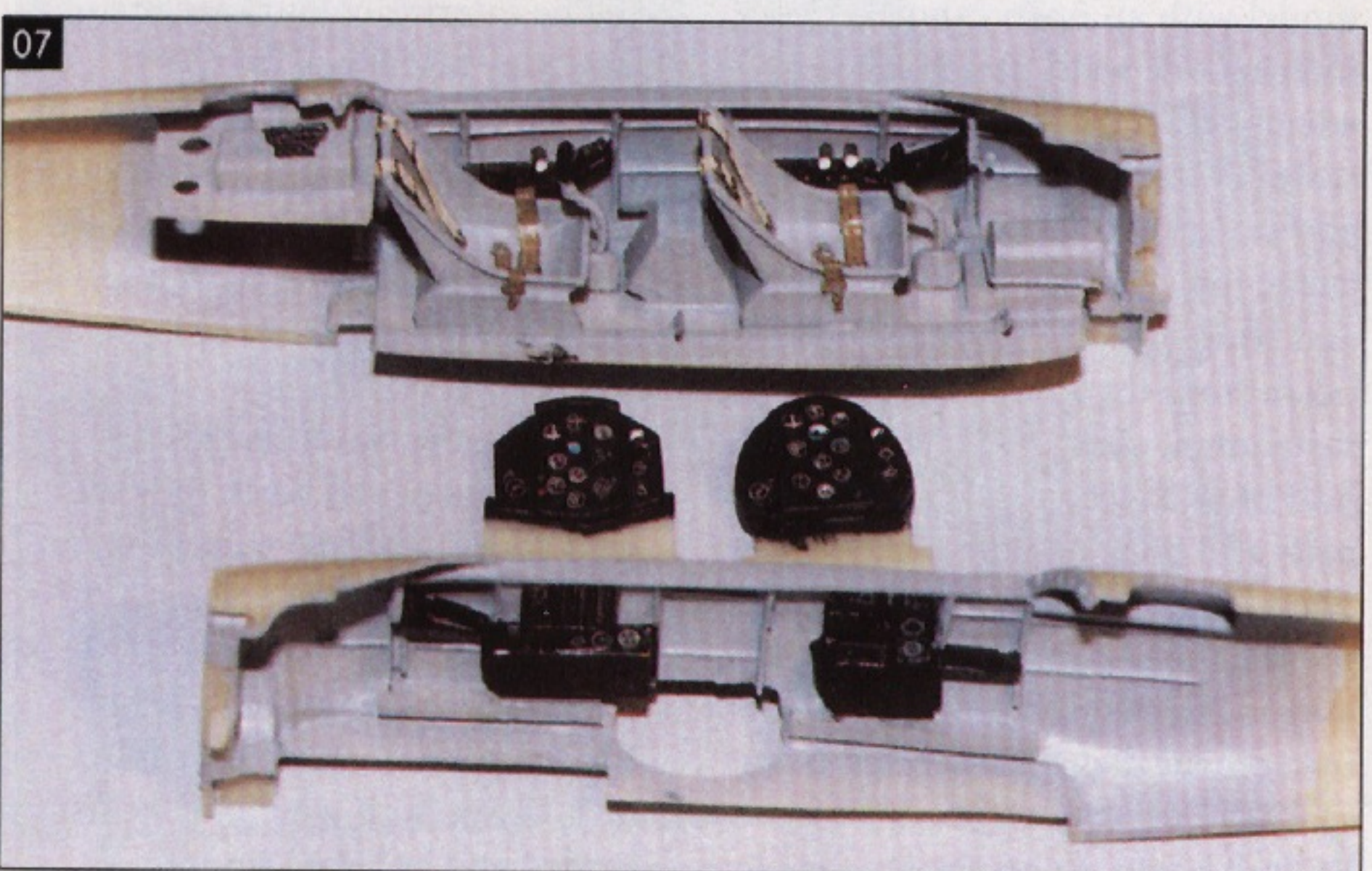
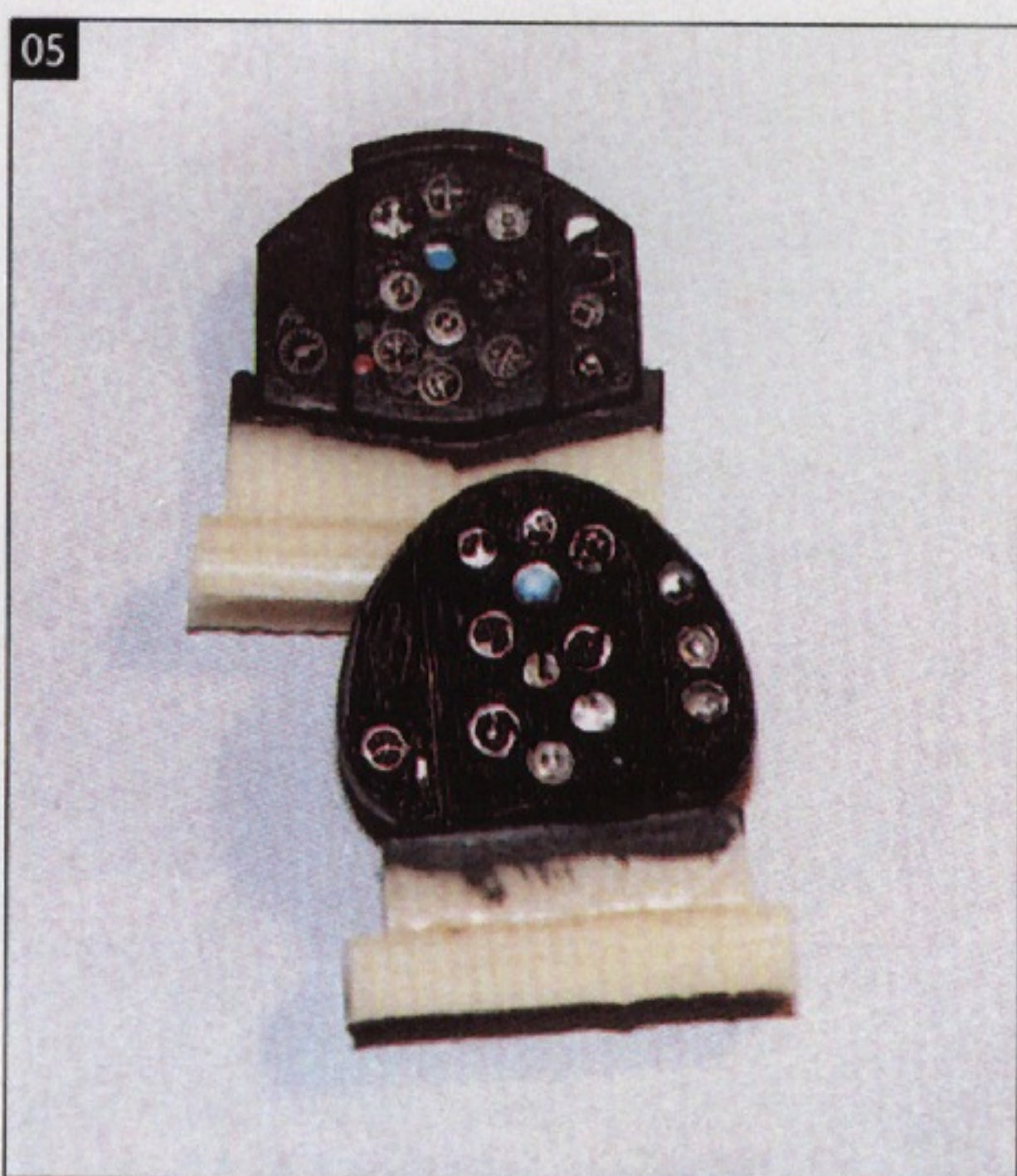
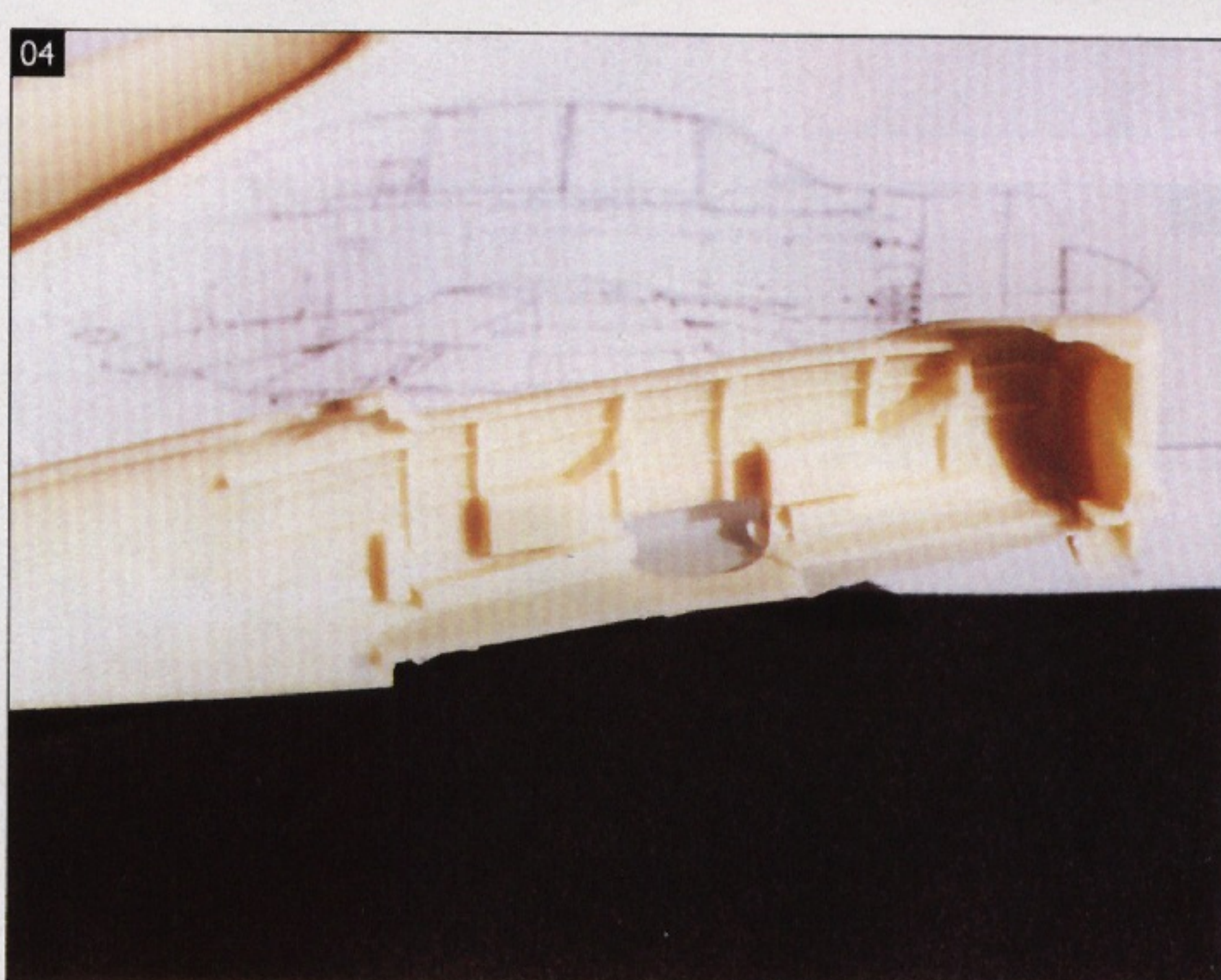
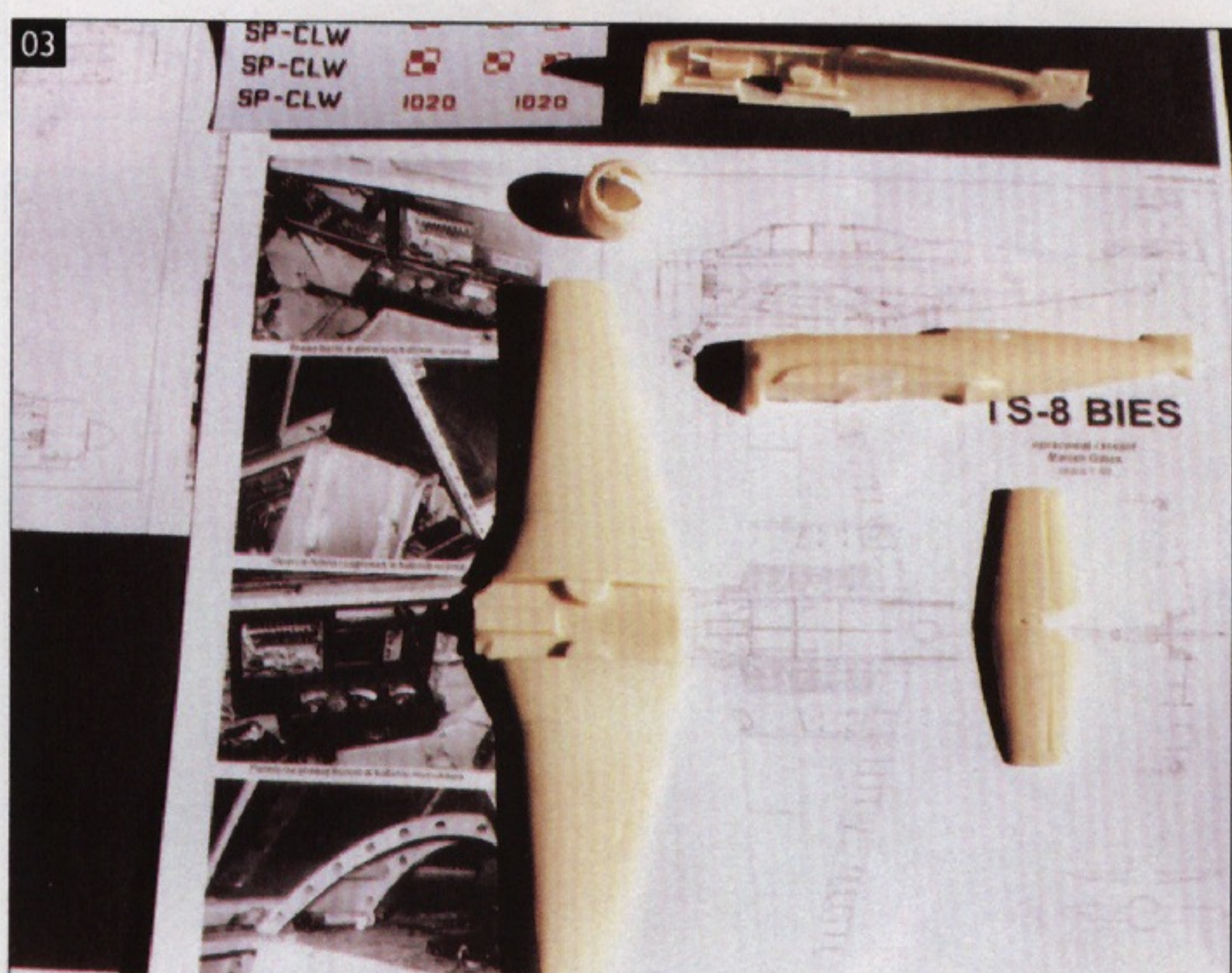
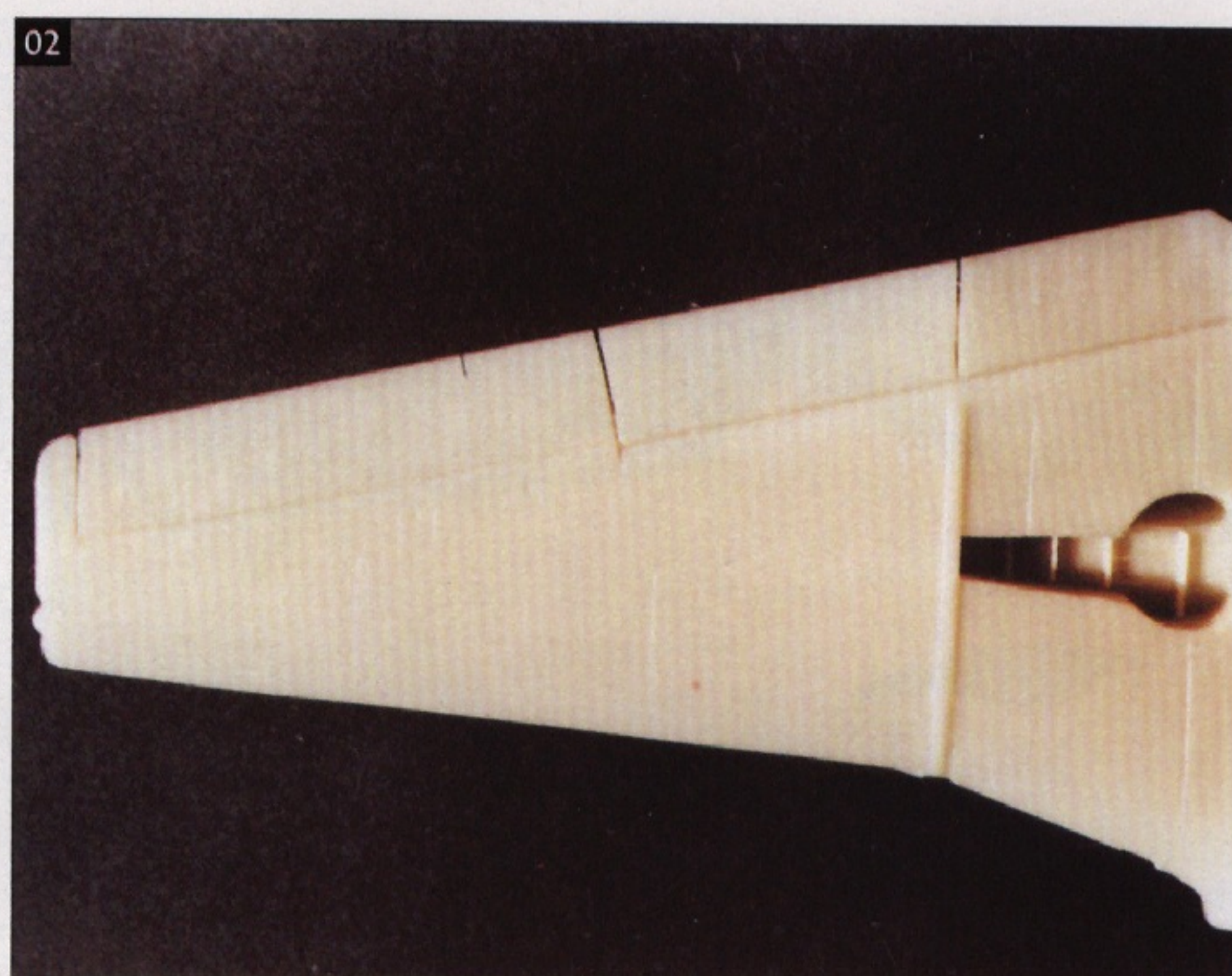
Decal Options: 2

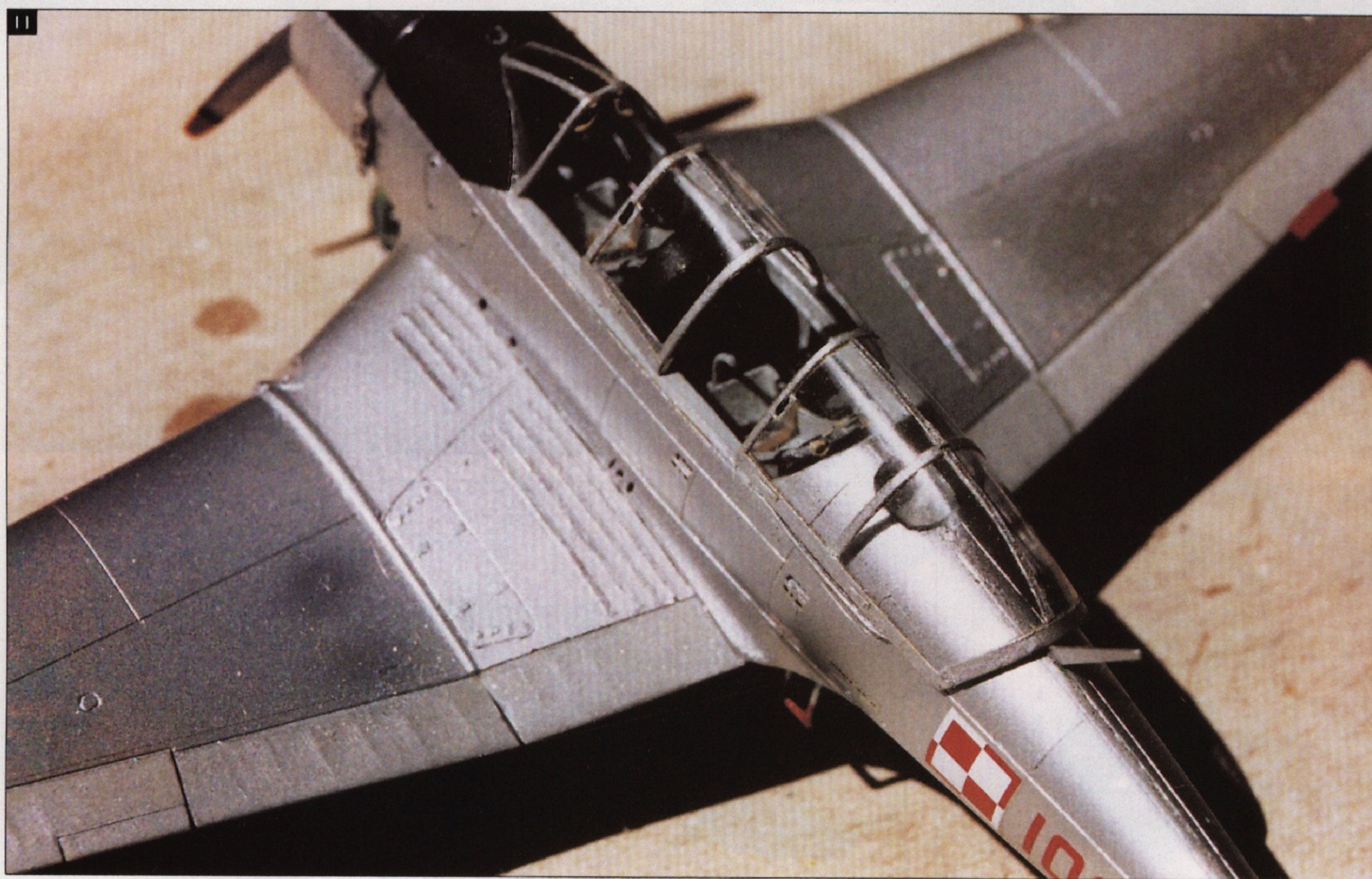
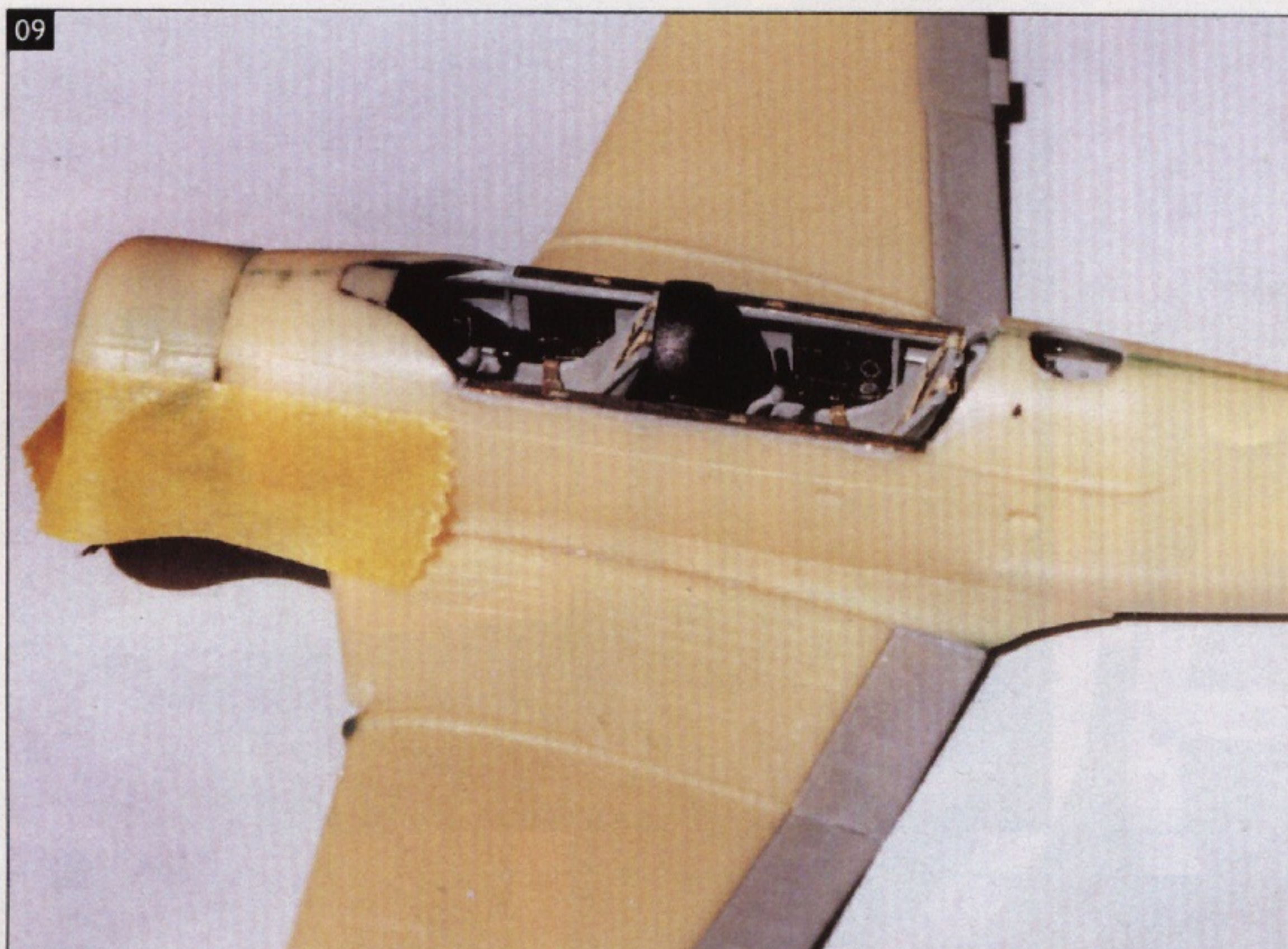
Manufacturer: Ardpol

Obtain in UK via: Contact Aeroclub for price and availability

gunsight. The final BIII series received a radio-altimeter and T-shaped underwing antennae and flight beacon indicators.

It is worth mentioning, as a proof of the Bies quality, that the two prototypes achieved three world





records in their weight category for maximum ceiling [(SP-GLH) - 7,084 meters on the 28th December 1956], range [(SP-GLF) - 2,884 km on 14th May 1957], and speed [(SP-GLF) - 317km/h on the 20th May 1957]. By the late 1960s many military TS-8s found their way to civil aeroclubs and received civil registrations instead of national markings and code numbers.

Only two Bies were exported, these were tropically prepared machines sold to Indonesia and used at an IAF base in Bandung.

The Kit

This is the first model of a Bies in 1/72 scale. It consists of some forty

plus excellent cast resin parts, heat formed and superbly thin, and a transparent canopy in one piece, small decal sheet for one military ['Red 1020'] and one civil registered [SP-CLW] aircraft, a clear instruction sheet in Polish and English, which also includes colour schemes, all packed in an eye-catching box, which can serve as a painting guide too (Photos 1, 2 & 3).

In 1/48th scale only Broplan produce the TS-8, as a vac-formed model.

Assembly

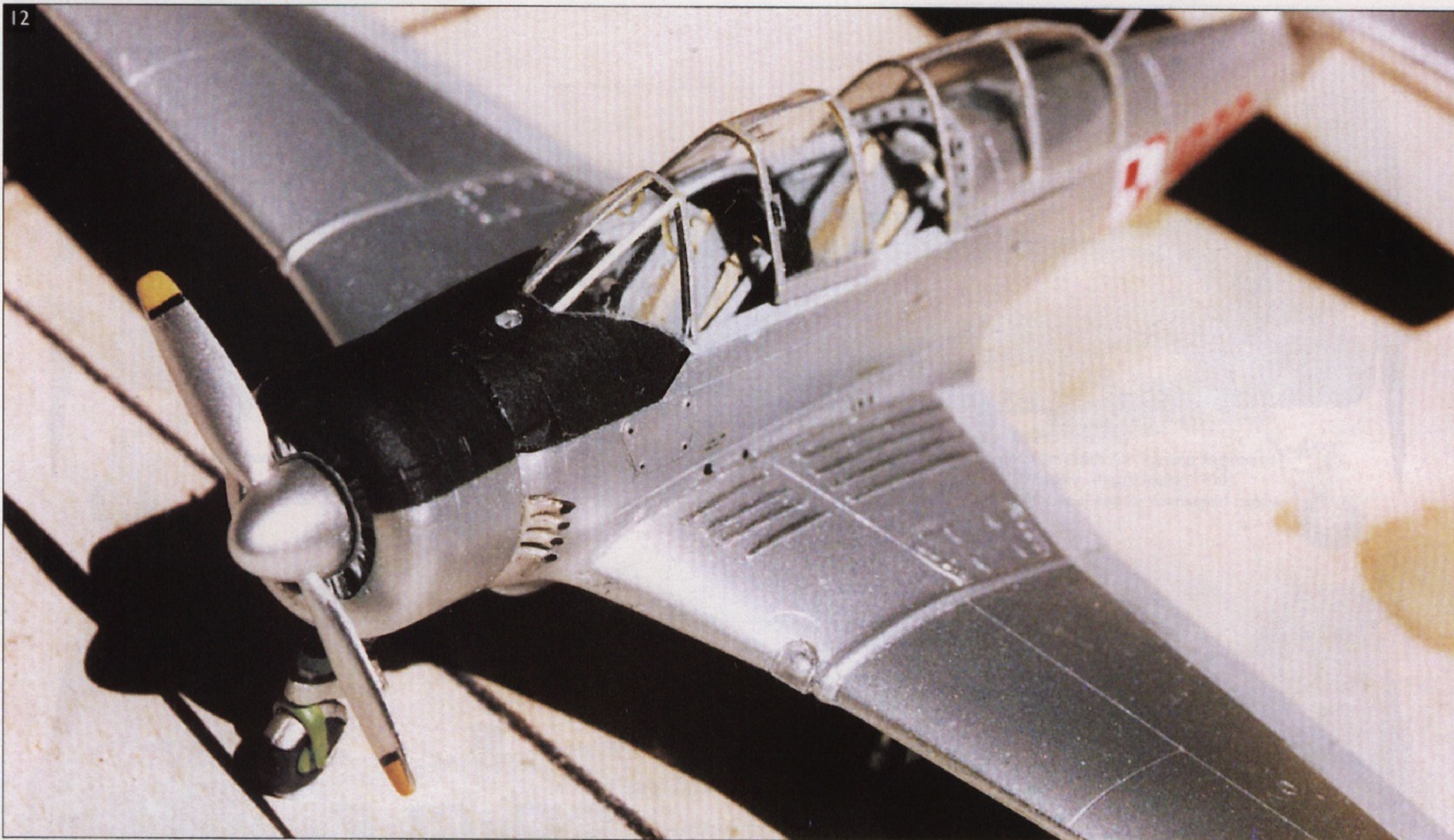
The only question with this model before the start of the work is how much detail in the two-seat cockpit

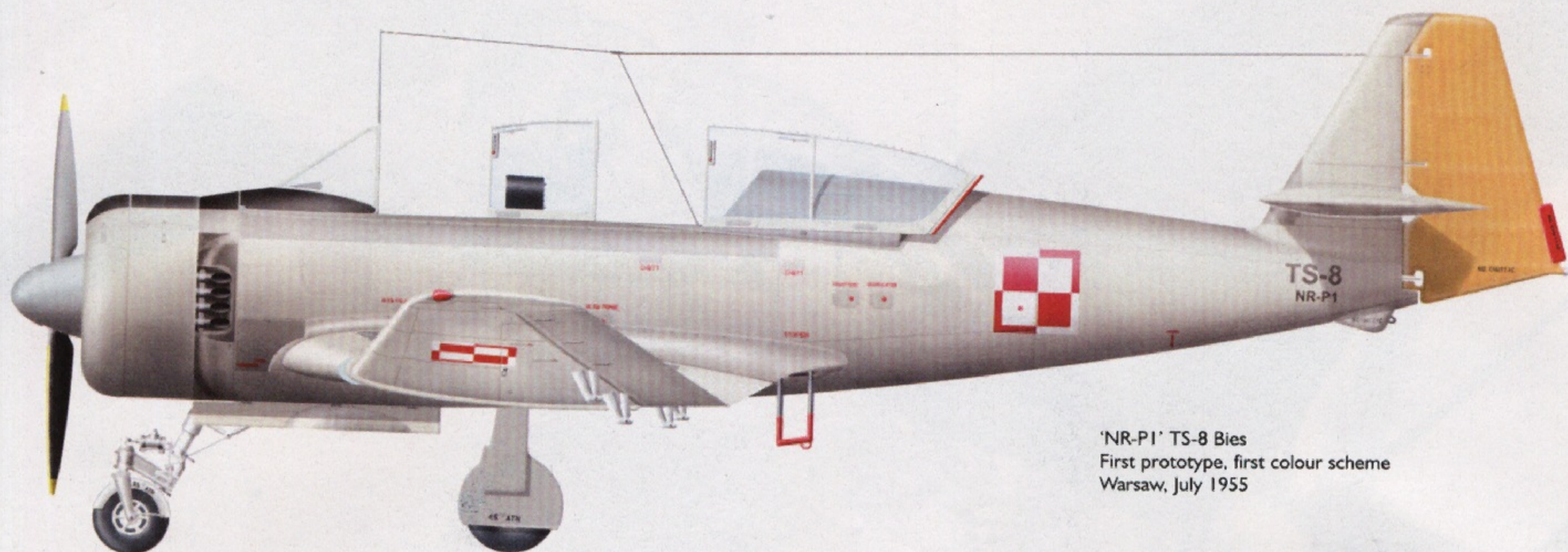
one wants to represent, especially if one wants, like me, to build the model with an open canopy. The interior side walls details are adequately reproduced for 1/72nd scale (Photo 4), but I decided to add some more details. I added gauge dials to both the instructor's and student's instrument panels, taken from the Reheat decal instrument dials (#RH 08), as seen on Photo 5. Next, I formed seat belts and buckles from various spare photo etched items and painted them light and mid buff (Photo 6), and added various panels, levers, instrument dials etc., formed from spare decals, etched items, plastic rod (all based on original

photographs). The results can be observed in Photos 7 to 10.

The interior colours are mainly light grey and black for the instrument panels. Concluding this step, I added canopy sliding rails adapted from an etched detail set for MiG-29 (Photo 10), and drilled holes in the bulkhead behind the rear seat (Photo 6).

I glued the two fuselage halves together then, and when they were set, I added cowling, tailplanes and the wings, which are one resin casting including detailed undercarriage wheel wells (Photo 2). Once dry all joints were filled with Green Stuff whenever necessary, sanded and polished smooth.

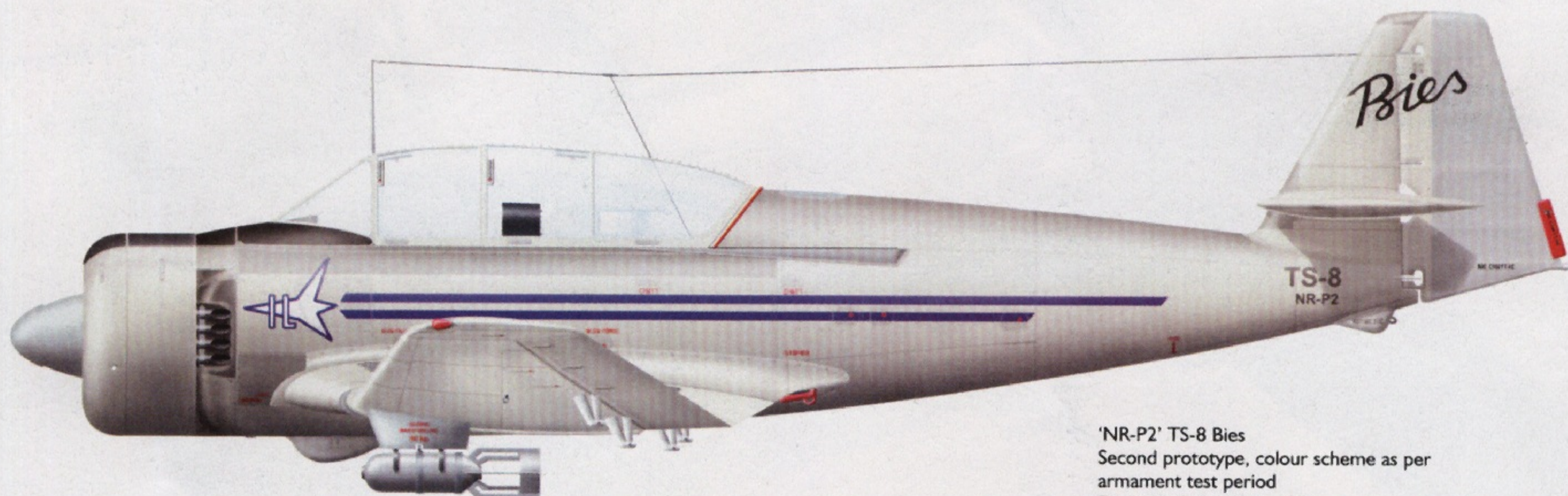




'NR-P1' TS-8 Bies
First prototype, first colour scheme
Warsaw, July 1955



'SP-GLF' TS-8 Bies
First prototype, 'record breaking' colour scheme
Note additional fuel tank in second cockpit



'NR-P2' TS-8 Bies
Second prototype, colour scheme as per
armament test period
Drawsko Pomorskie, 1956



'SP-GLH' TS-8 Bies
Second prototype, 22nd International Air Exhibition
Paris, 1957



'0529' TS-8 Bies
66 Plsz (66th Air Training Regiment)
Tomaszów Mazowiecki, 1960s
Note repainted or exchanged rudder



'STUPA-02' TS-8 Bies
Second Indonesian Bies
Bandung, 1960s



'0629' TS-8 Bies
6th series, 29th sample
Typical Air Training Unit aircraft



'SP-EEW' TS-8 Bies
Civil registration
Late 1960s

16



17



18



The front engine grille can be installed later, which is important, since with the cowling already glued to fuselage the front opening is the only way to insert the proper amount of ballast to prevent the model from sitting on its tail. A well known problem in tricycle undercarriage models!

The black anti-dazzle panel was sprayed at this stage. Next, I hand painted all the fabric covered areas, flaps, elevators, rudder, with a mixture of 70% acrylic silver paint with 30% acrylic grey paint, so that, when finished, these areas would contrast with the metal skinning of the airframe, as per the real thing (see photos of the finished model).

These areas were later masked off, as was the cockpit opening and front black panel, and the airframe was given several coats of SnJ Aluminium Metalizer. This gives an excellent effect of aluminium skinning. The canopy was cut into three pieces, forming windshield and two sliding covers over the seats of both crew members. The frames for them were formed from aluminium painted Tamiya masking tape and the finished items were glued to the fuselage in the open position (Photo 11).

Some details, like hydraulic piping made from painted black copper wire, were added to the main undercarriage, while the front

wheel was completed with a scratch built prominent hydraulic anti-vibration damper missing from the kit. Wheel hubs and the front wheel fork were painted mid green. These were sometimes also painted in grey. The propeller is aluminium with yellow tips and thin black strips. It has also metal, darker than aluminium, leading edges (Photo 12). Also seen on this photograph is the hot air opening in front of the windshield, typical for the later series. Also two reversed 'T' shape radioaltimeter antennae were added at the bottom of the both wings. The antenna mast behind canopy, two steps, the flap's 'V' shaped actuators, exhaust pipe sets

and pitot tube concluded the kit assembly.

The kit decals were supplemented by stencilling from my spares box, while the trim tabs and bottom parts of steps were painted red (Photo 13). The finished model is shown in photos 14 to 18.

Wojciech Butrycz

TS-8 Bies Photo Album

A photo album (based mainly on Kraków Museum's preserved example, No. 0309) of the real aircraft is available in this month's issue of our sister magazine Model Aircraft Monthly.



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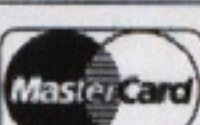
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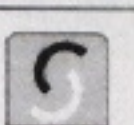
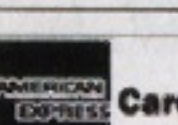


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It Ain't No Songbird!

by John Stokes

So what is a 'Siskin'? It hardly sounds like a suitable name for an aggressive fighting aeroplane, but according to my dictionary it is a highly manoeuvrable songbird, related to the Goldfinch. Many military aircraft from this period were named after birds (Snipe, Grebe, and Flycatcher to name but a few), though it was not long before more ferocious names like Bulldog, Demon, and Fury were being used for aircraft entering RAF service. All these names tend to conjure up the image of a golden age of aviation, with silver doped biplanes carrying large and colourful squadron markings. This is one of my favourite periods of aviation, all the aircraft seem to brim with individuality and character, and many of them have a sort of Heath Robinson air about them. None more

so than the Siskin, with its big two-row fourteen-cylinder Jaguar engine hanging uncowed at the front, the huge upper and tiny lower wings, and the boxy slab-sided fuselage.

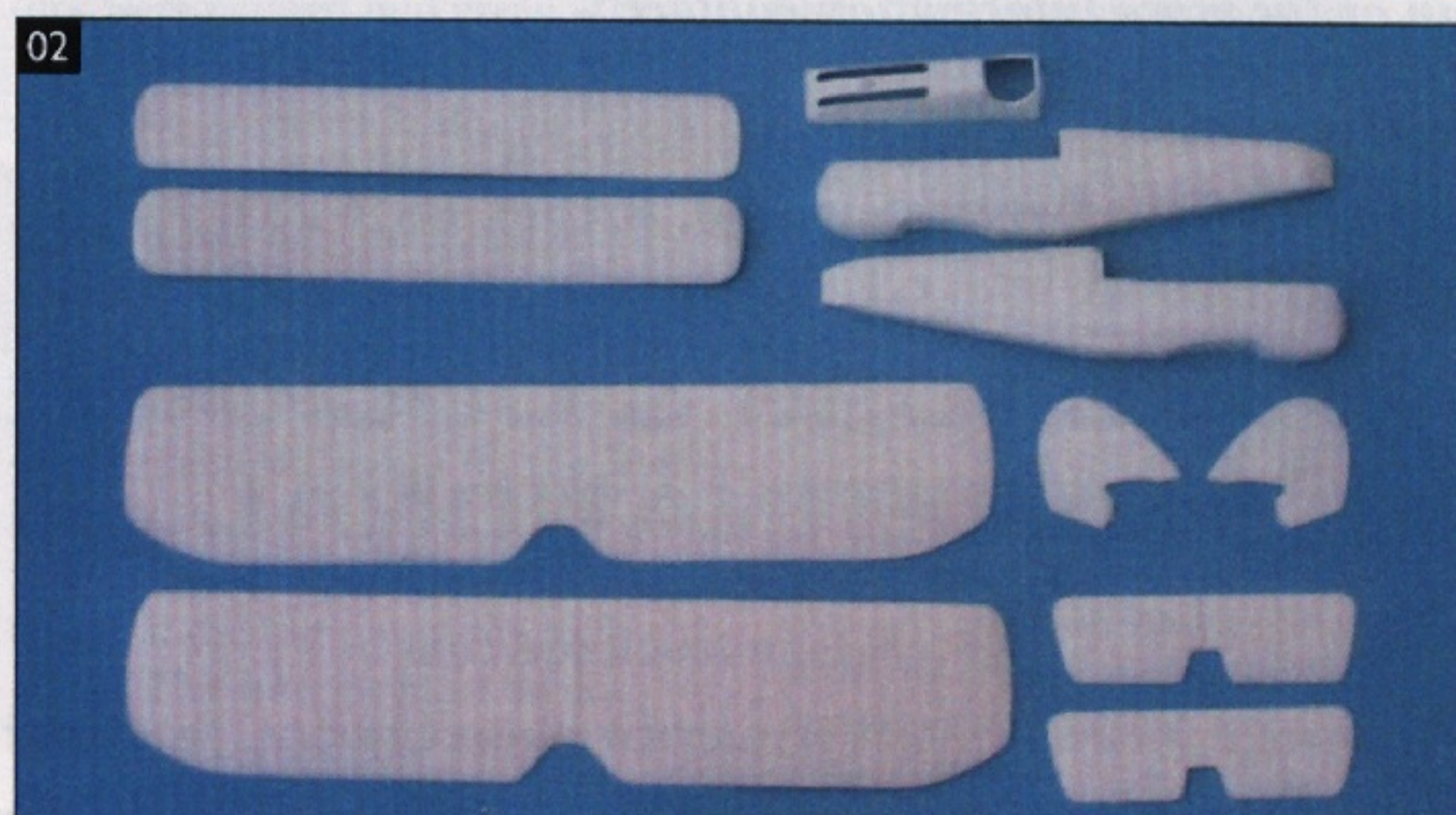
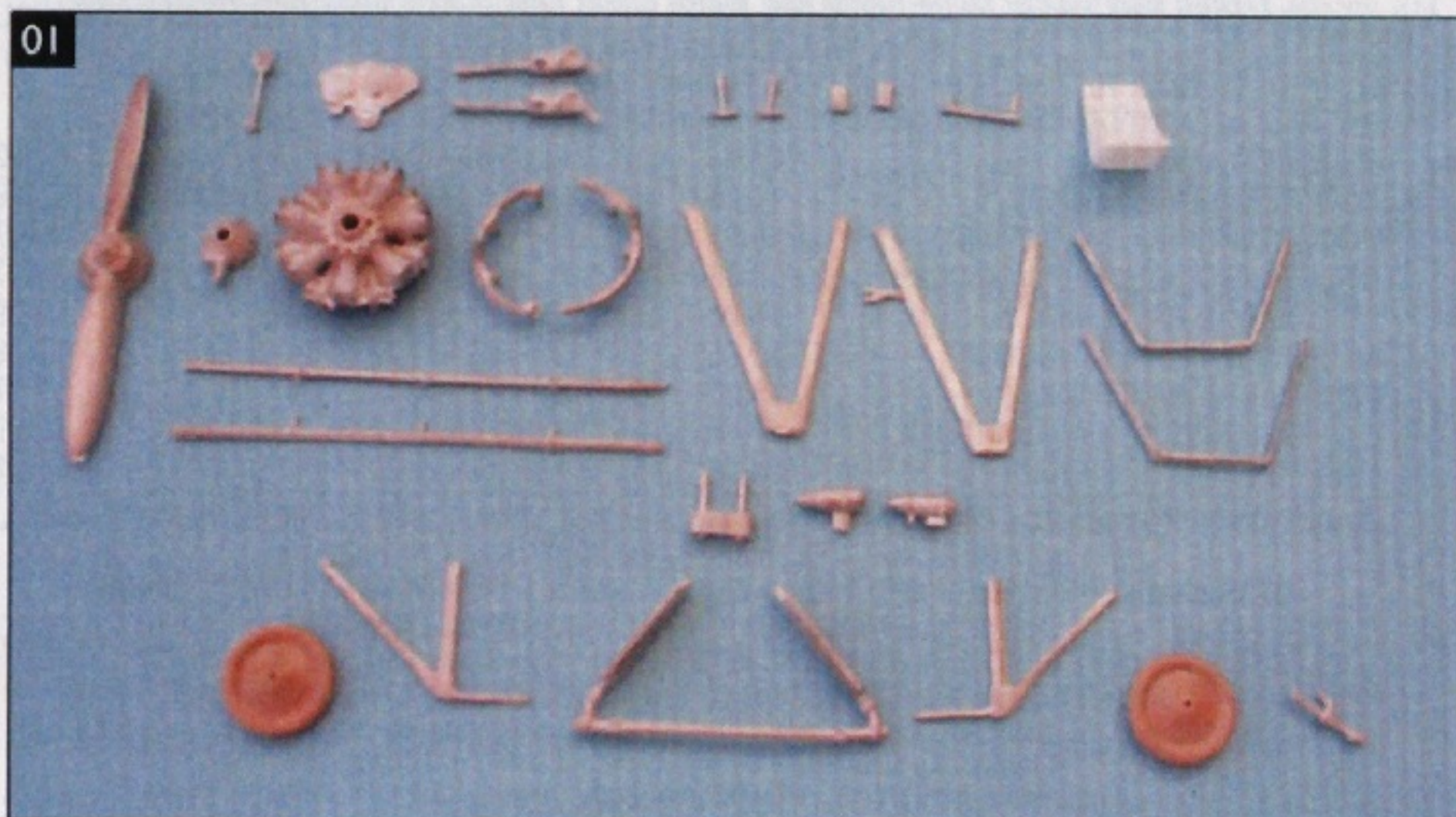
The first Dragonfly-powered Siskin flew in July 1919, less than a year after the end of the 'Great War' and went through a lengthy period of development. This probably had much to do with the understandable lack of interest in all things military in the aftermath of such events. Nevertheless, it had shown excellent handling qualities and performance, so work quietly progressed. In 1921 the Siskin reappeared with the new Jaguar engine, also made by Armstrong-Siddely, and named 'Siskin No 1'. A year later the Siskin Mk II appeared, with a steel tube fuselage, and in 1924 the first of the all metal Siskin Mk IIIa was delivered to the RAF.

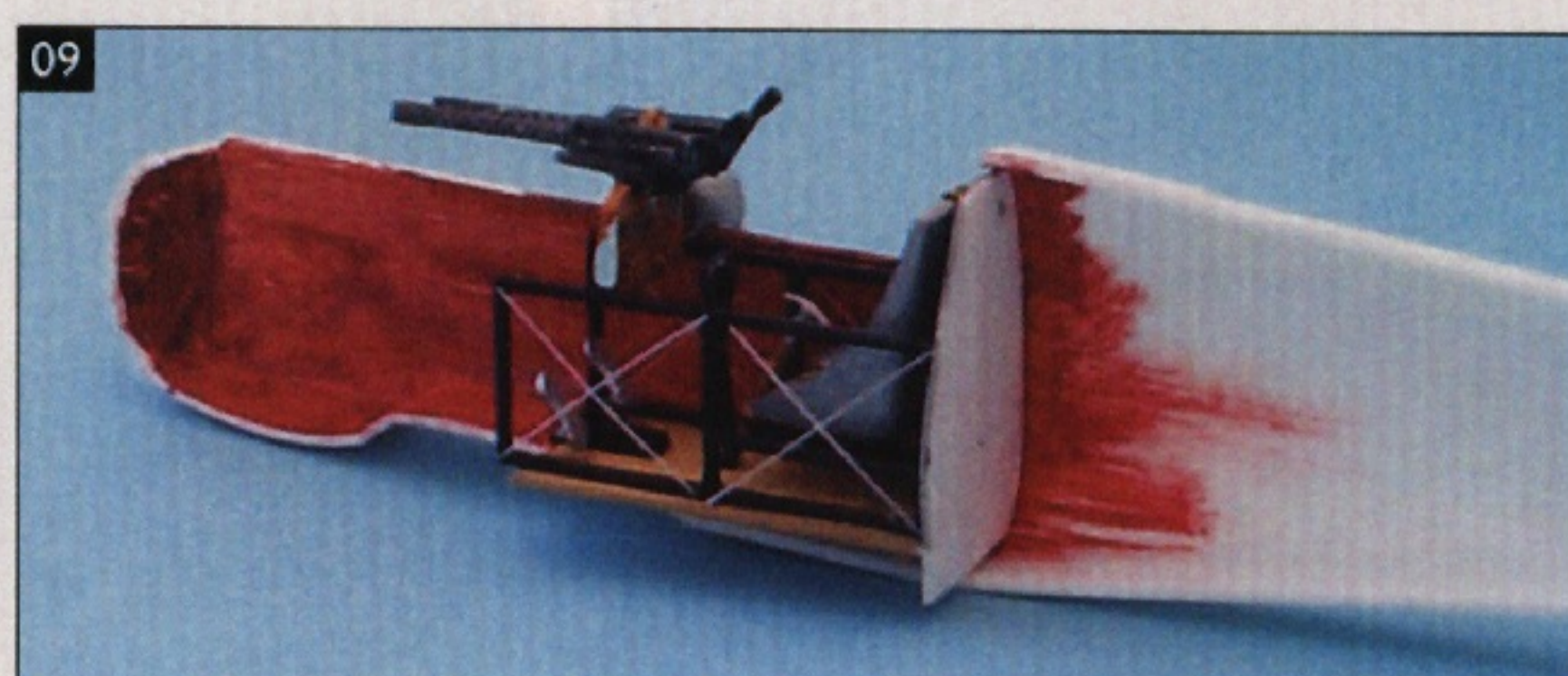
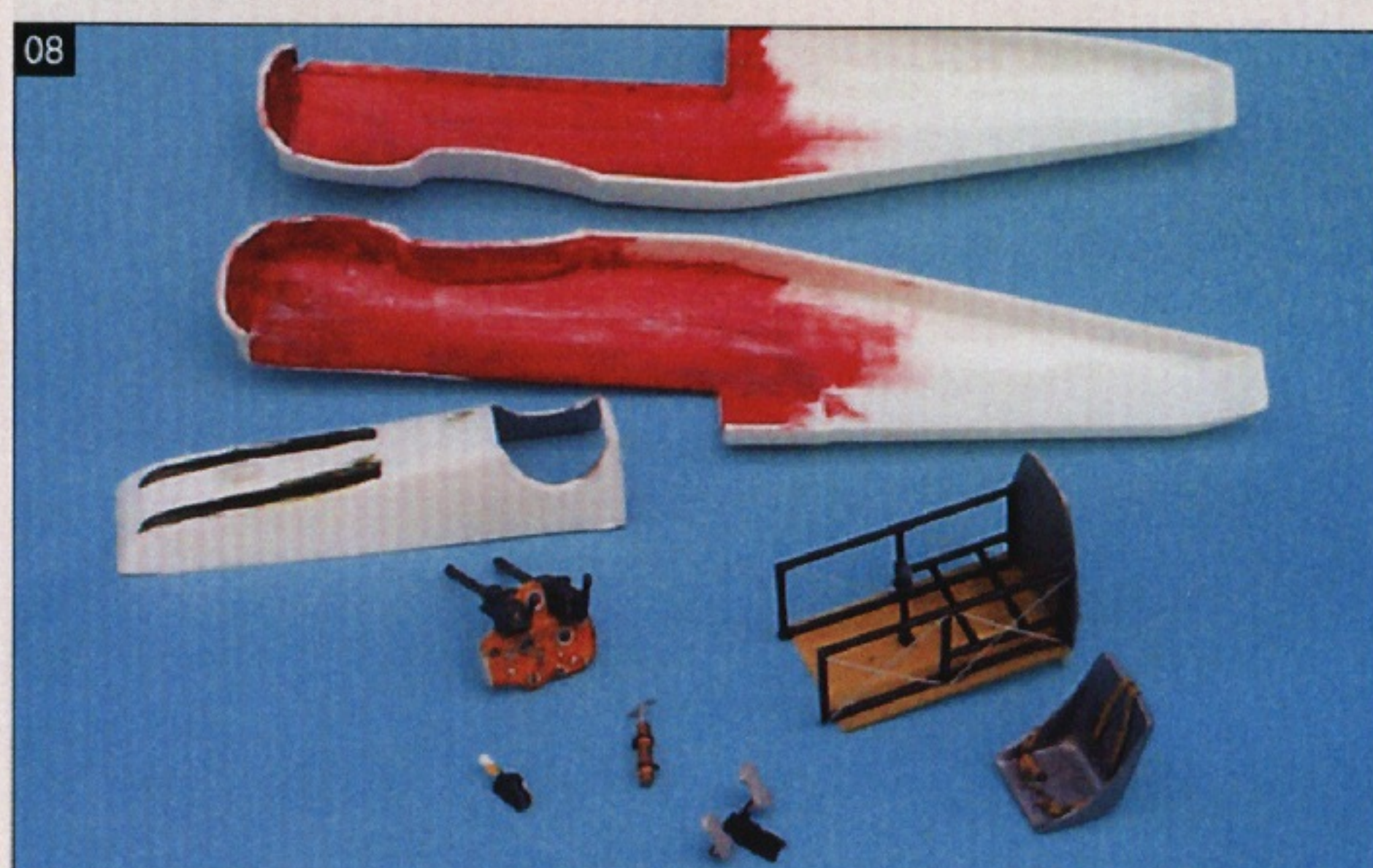
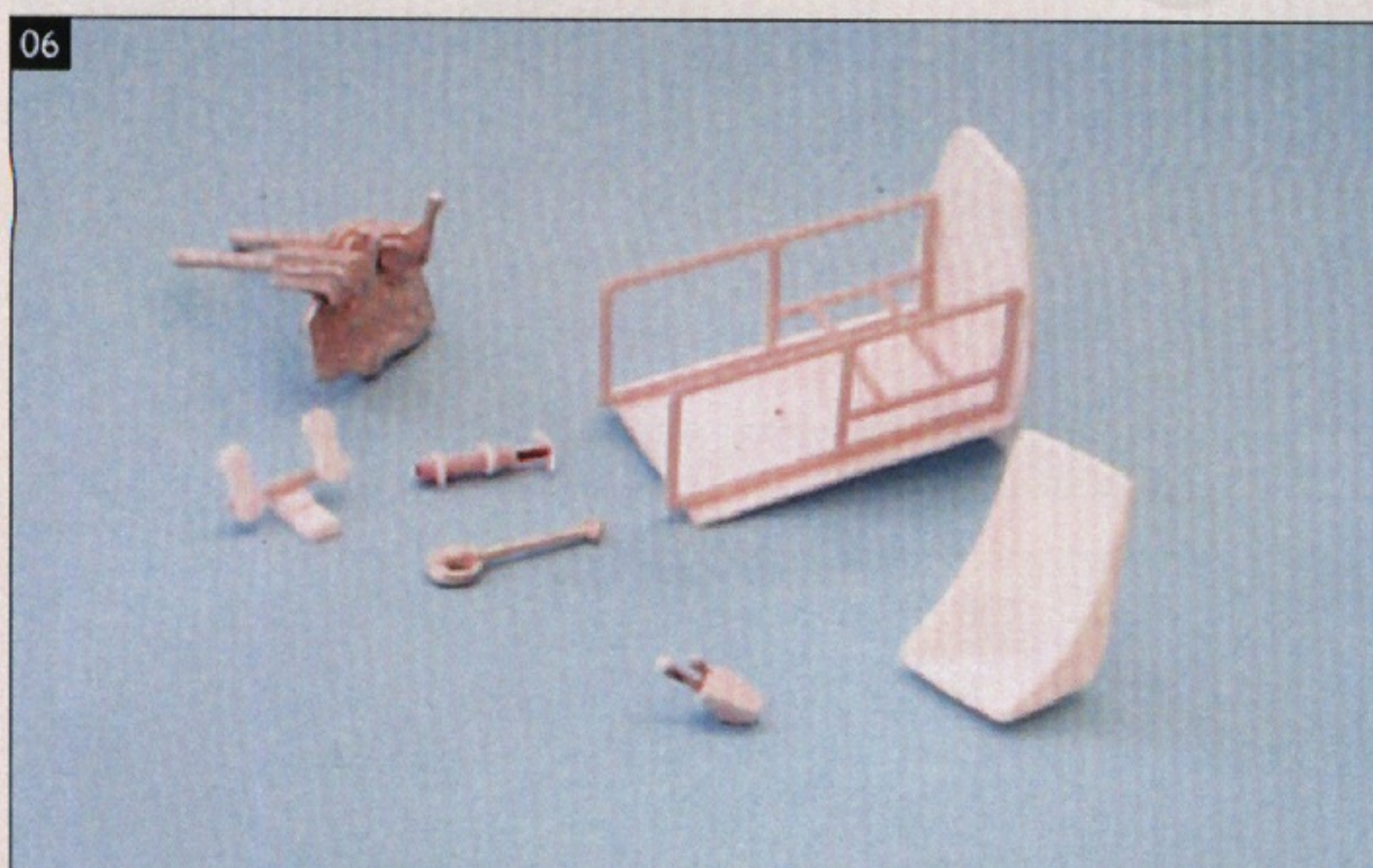
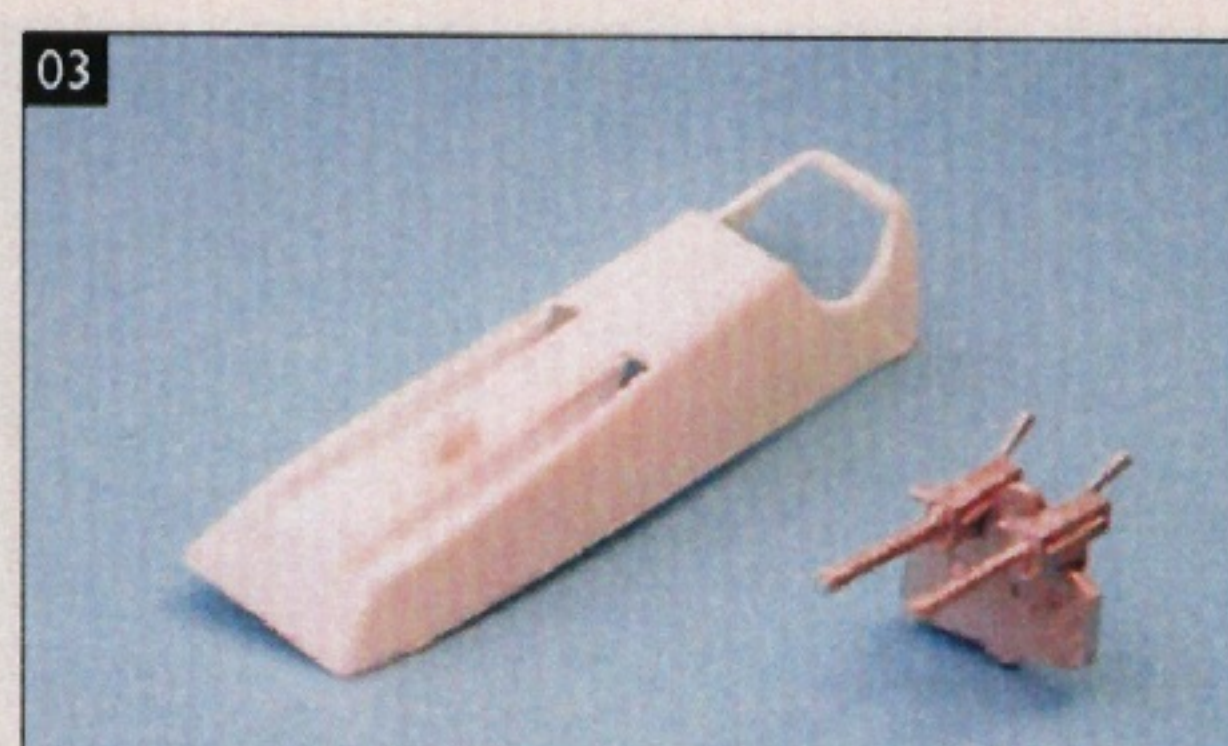
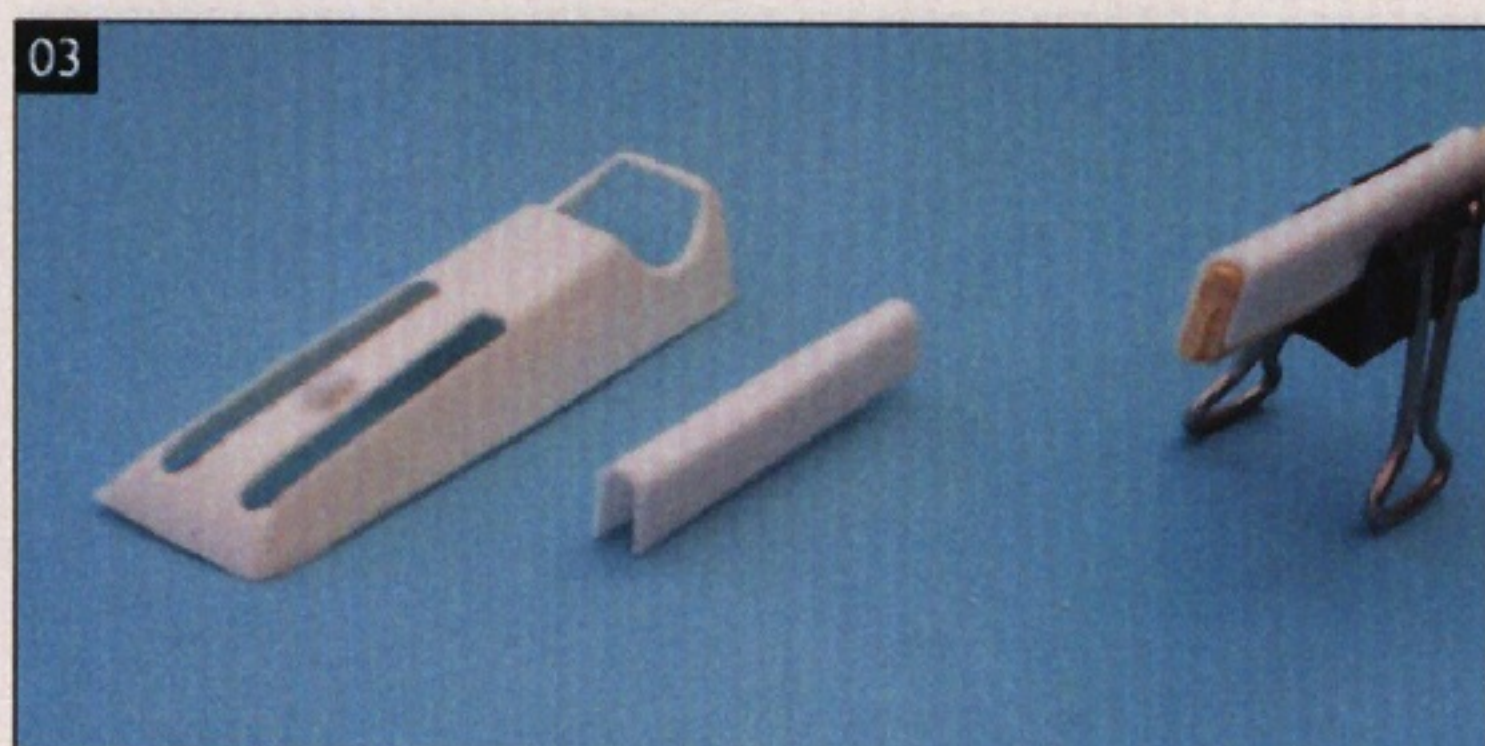
A revised version with a new rear fuselage and tailplane, reduced upper wing dihedral, and improved strutting, was named Siskin Mk IIIa in October 1925, and became the most important version out of the total of 450-odd that were built. Over the next eight years they served in many squadrons, at the height of the most colourful period in RAF history, and with No.43 Squadron pioneered the 'tied together' aerobatics seen for many years at the annual Hendon Air Displays, before the Second World War.

The Siskin in Scale

Apart from the old Matchbox 1/72nd kit, the mainstream manufacturers have poorly represented the Siskin. Fortunately Aeroclub has produced a 1/48th scale Siskin Mk IIIa in their range of pre-war biplanes. The main

airframe parts are vac-formed on a single A4 sized sheet of white plasticard, the wheels are injection moulded, and there is a fair quantity of white metal parts such as the engine, guns, instrument panel, struts, and many more smaller parts (Photo 01). Needless to say, everything is to the usual high standard supplied by Aeroclub. Decals are supplied for two aircraft, from either Nos.29 or 32 Squadrons, coincidentally the same as in the smaller Matchbox kit. Anyone used to a 'shake the box and out comes a finished model' type of kit will probably not go for this model, but anyone with a love of this period of aviation will surely be interested in producing one of these! Whilst it is probably better suited to someone with at least average modelling skills, it will be useful to have completed a





few other vac-forms before tackling a biplane such as this. That said, if you do want to move on to do a vac-form biplane, then I could recommend this one above all others. It is well thought out, and all the 'difficult bits' like struts and undercarriage are supplied as white metal castings. Finally, I have had this model on my 'wants' list for around 32 years now, ever since I was a kid and read an article by Harry Woodman on the Siskin in the May 1971 edition of 'Scale Models'. Harry provided some excellent 1/48th scale drawings, and photos to show how he scratchbuilt his model. I carefully put the magazine away, hoping that one day I would be able to build one myself. Fortunately Aeroclub produced their kit which has made the task somewhat easier, but photo 53 shows the magazine and finished product together at last! I wonder what the record amongst modellers is for the time span between dream and reality?

Cutting Out

I always prefer to completely cut out and prepare all the vac-form parts of the model, so I end up with something like a standard injection moulded kit (Photo 02). It allows you to do 'dry runs' and check the general fit and appearance of things, and identify any potential problem areas. I find the best way is to deal with each part in turn, drawing

lightly around it with a new scalpel blade, to make a 'guide' groove, followed up with two or three heavier passes. It is not necessary to cut right through, just bend the backing sheet until the part pops away from it. I never bother drawing a pencil line around the parts before cutting, as I find it simple enough to sand the parts, until the fine 'hair' that was the backing sheet, comes away and signals that enough material has been removed. It's an acquired technique, so if in doubt get that pencil out! It is sensible to cut out logical pairs of parts, such as upper and lower wings, left and right fuselage halves etc. It allows you sand and check the parts against each other and make the final adjustments that ensure a good fit.

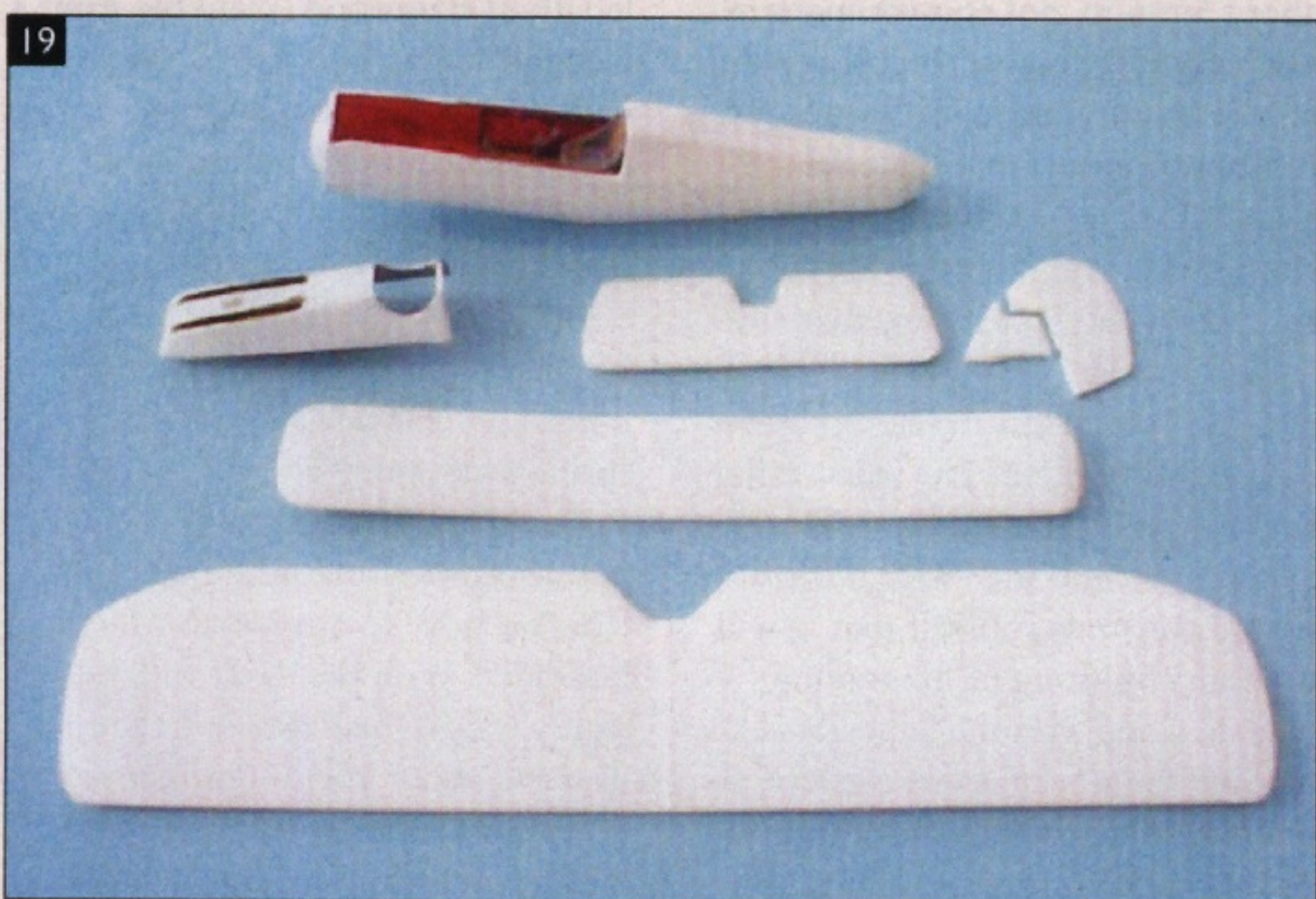
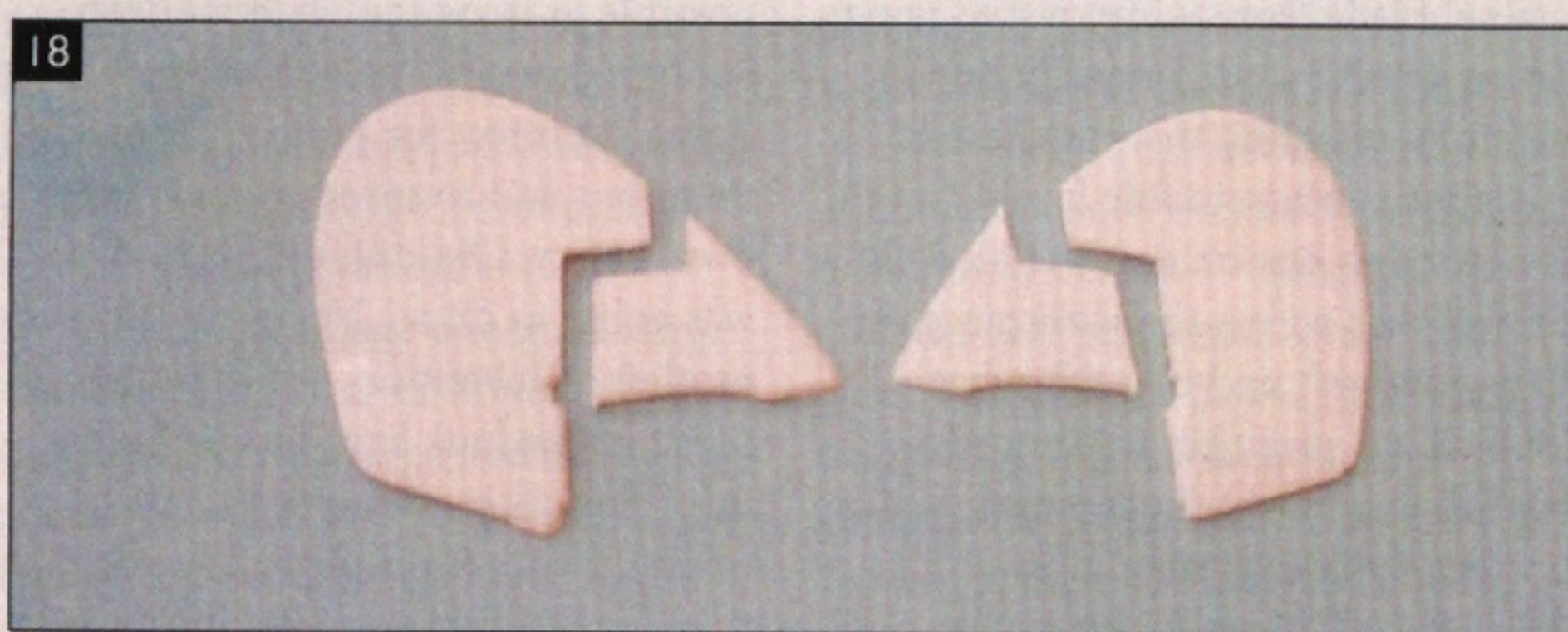
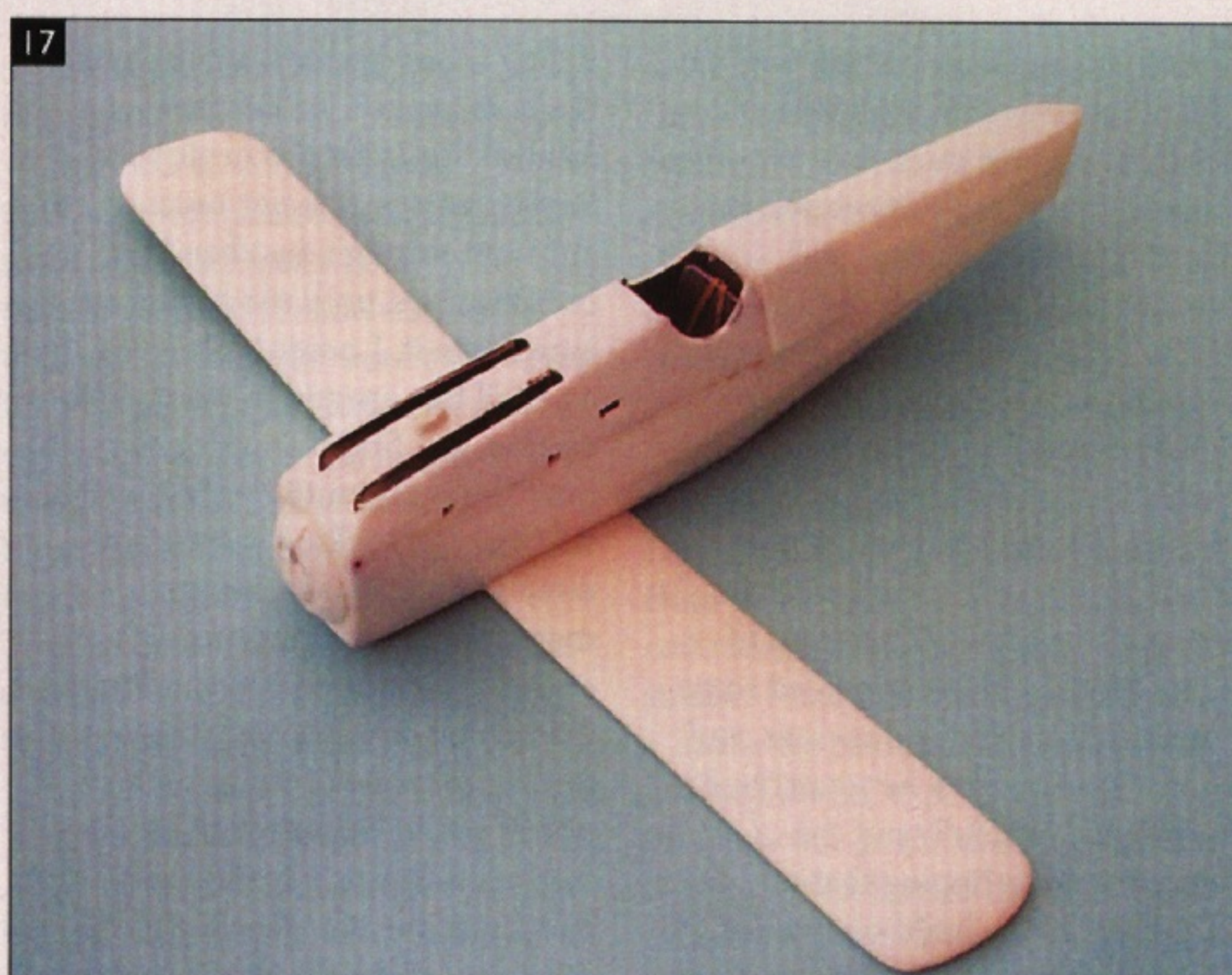
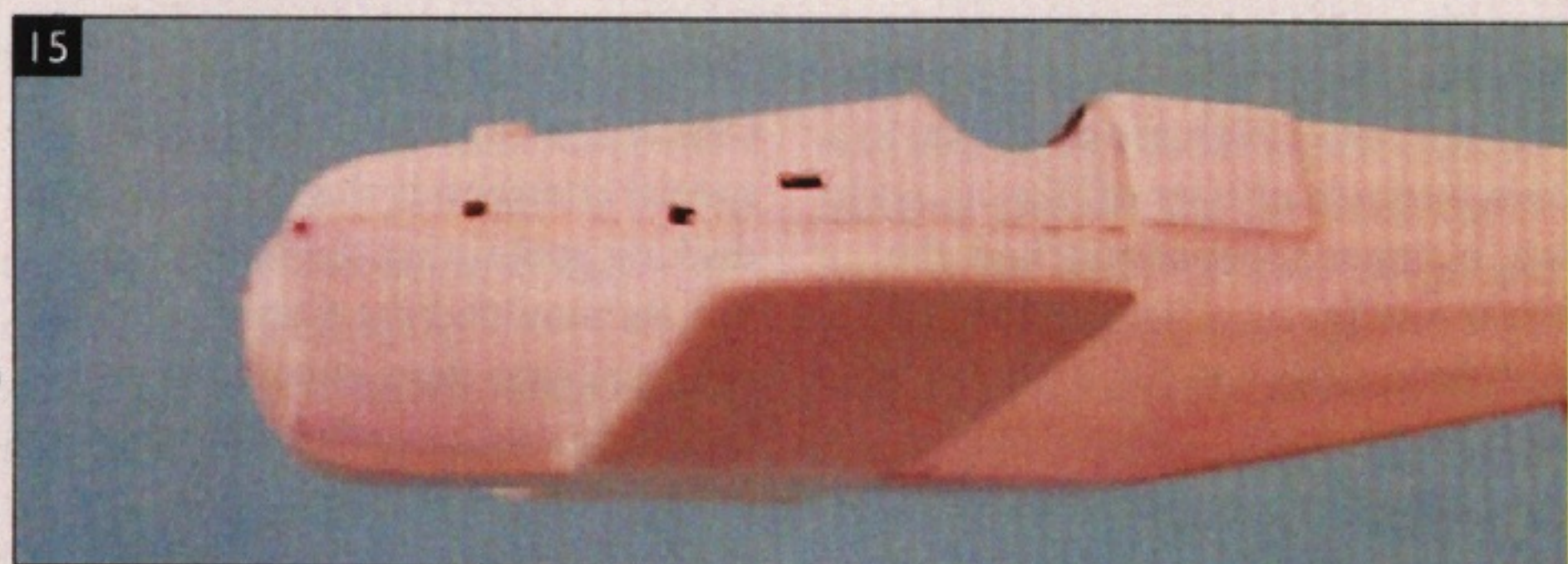
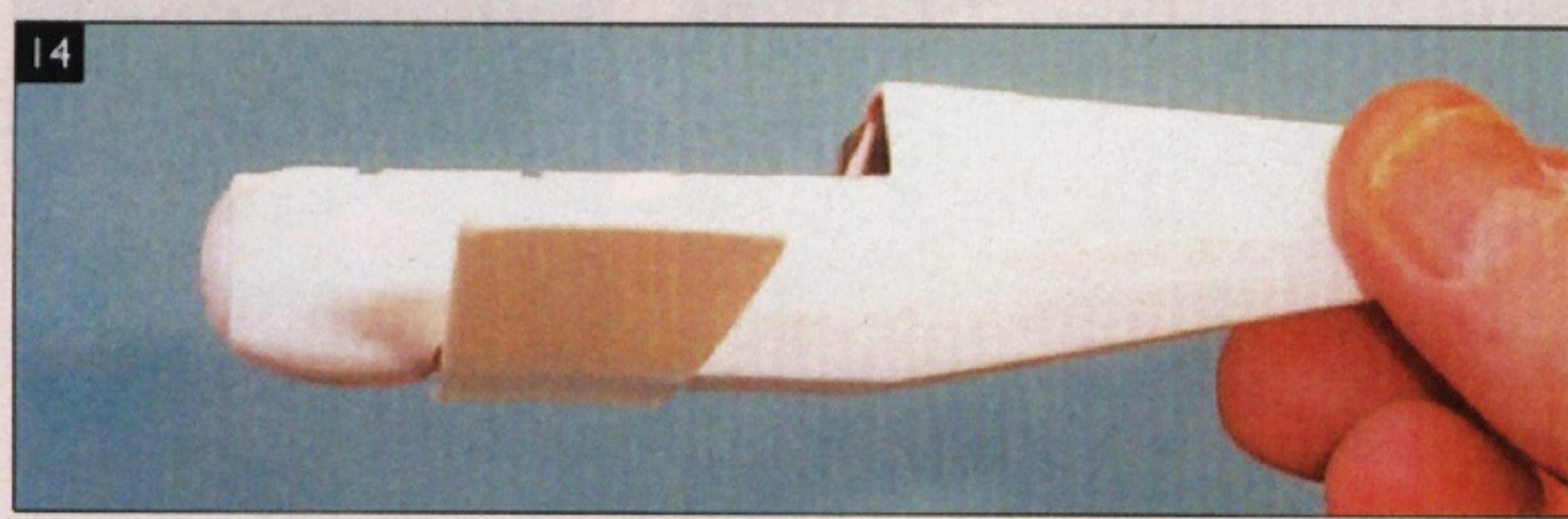
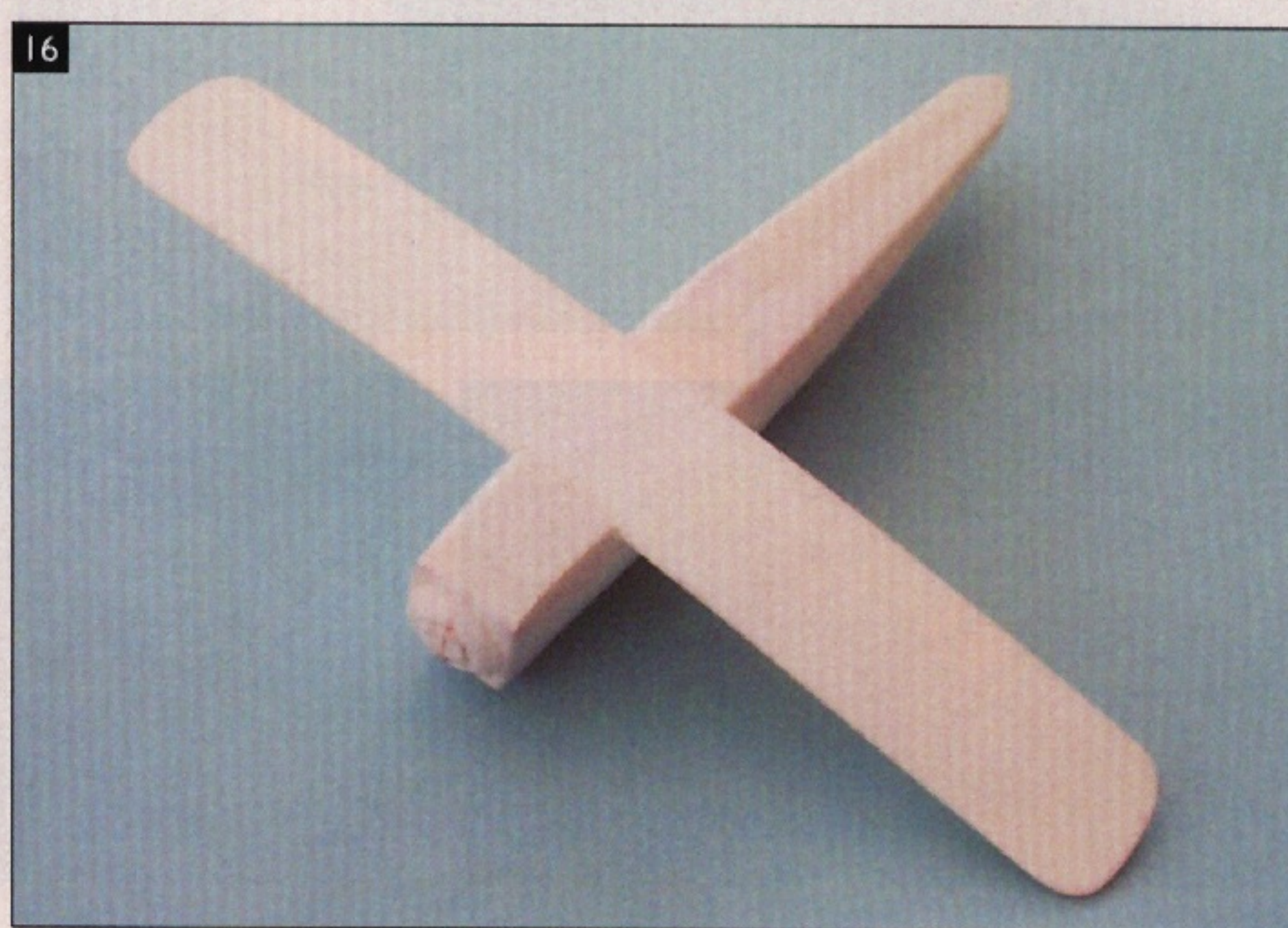
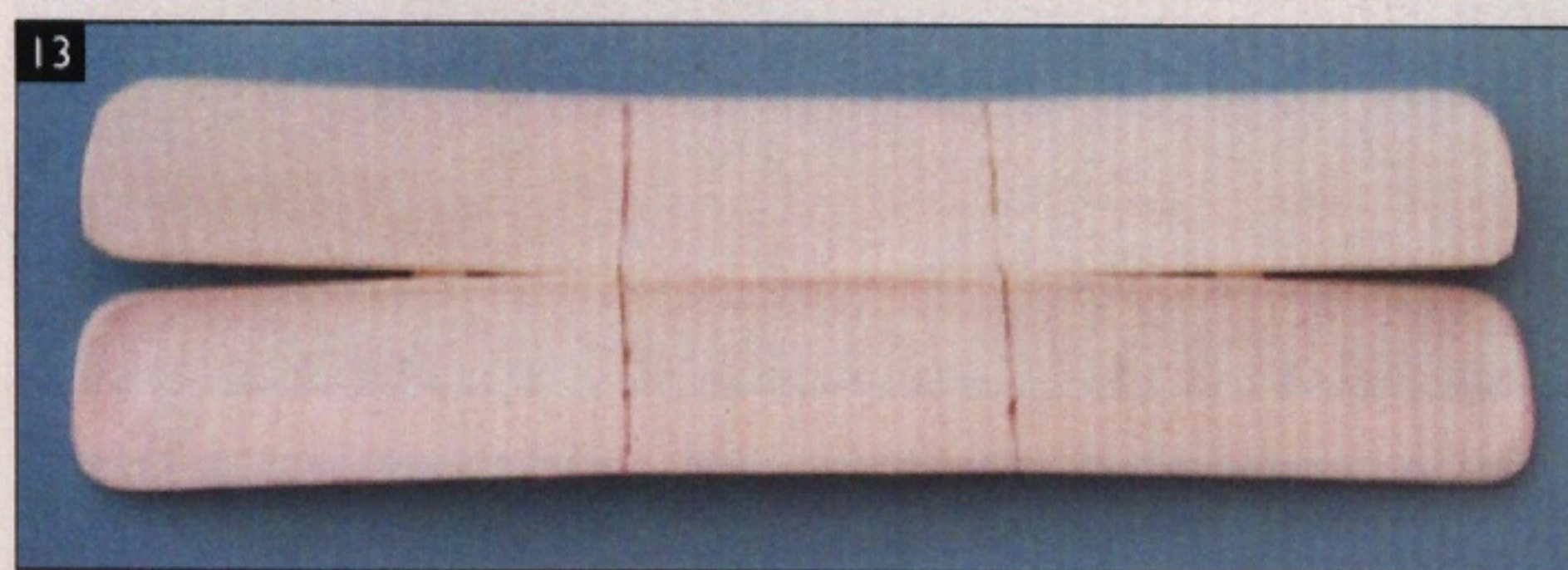
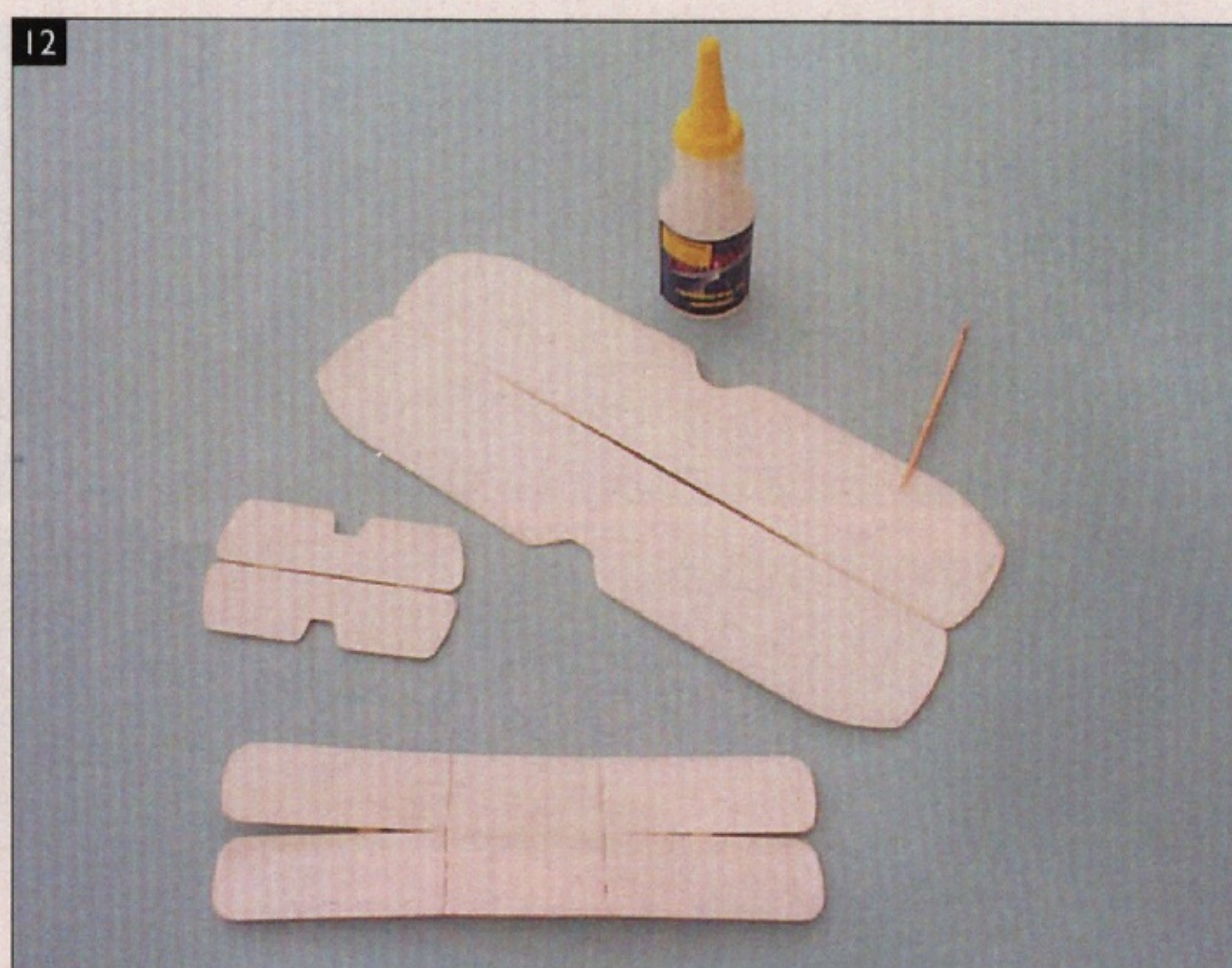
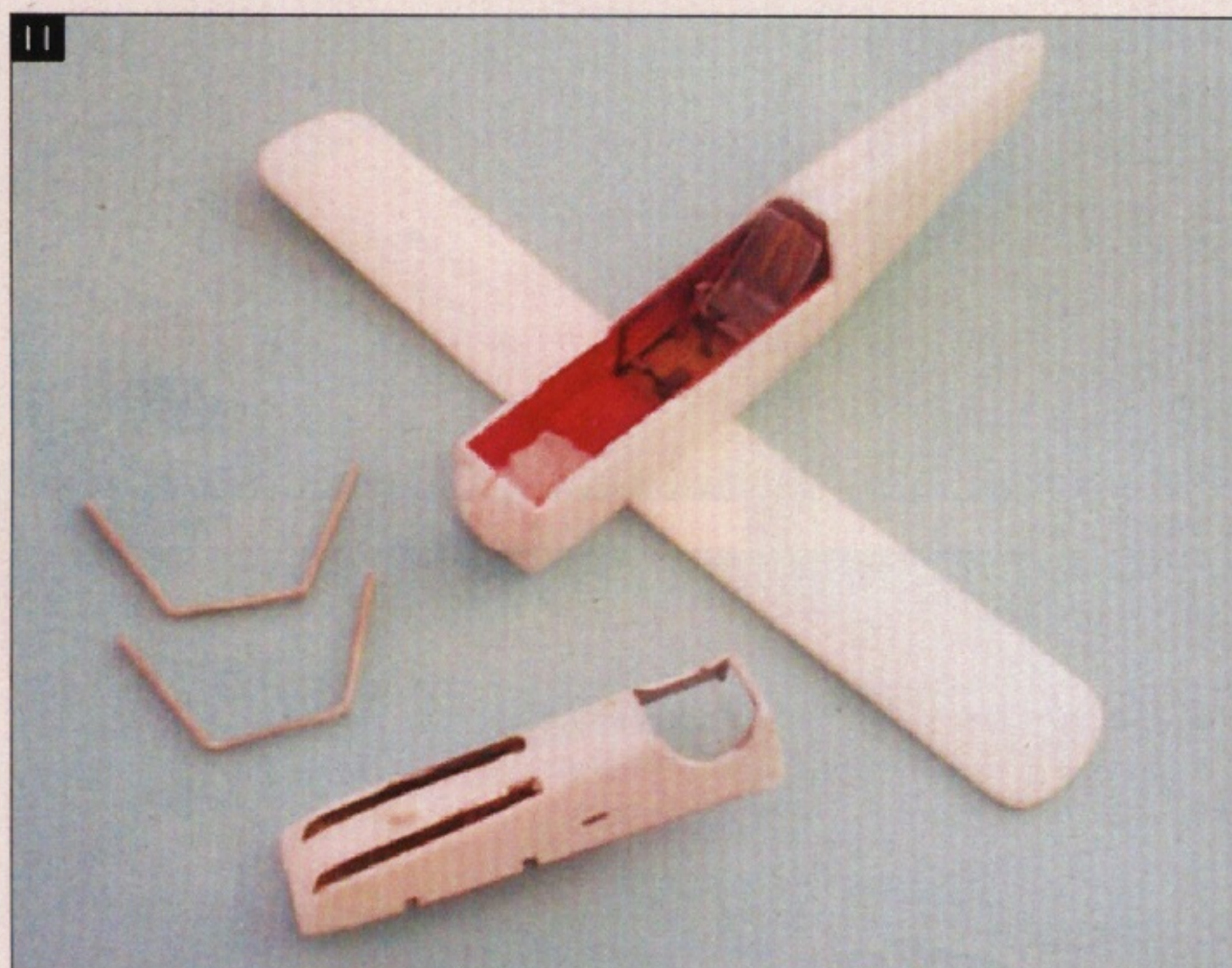
Once the rough-cut parts are removed from the backing sheet, I follow John Adams' advice and use a Sandvik sanding plate to do the initial smoothing down. It doesn't take very long before it is necessary to switch over to a piece of wet 'n dry paper, fixed to a piece of Tee-Al aluminium with double-sided tape. Using this allows you to hold the edge of the work piece where you can see it, and thus better control the amount of material being removed. I prefer this to the traditional method of sanding pieces on a large board, which I find difficult to do, as you cannot readily see how the sanding

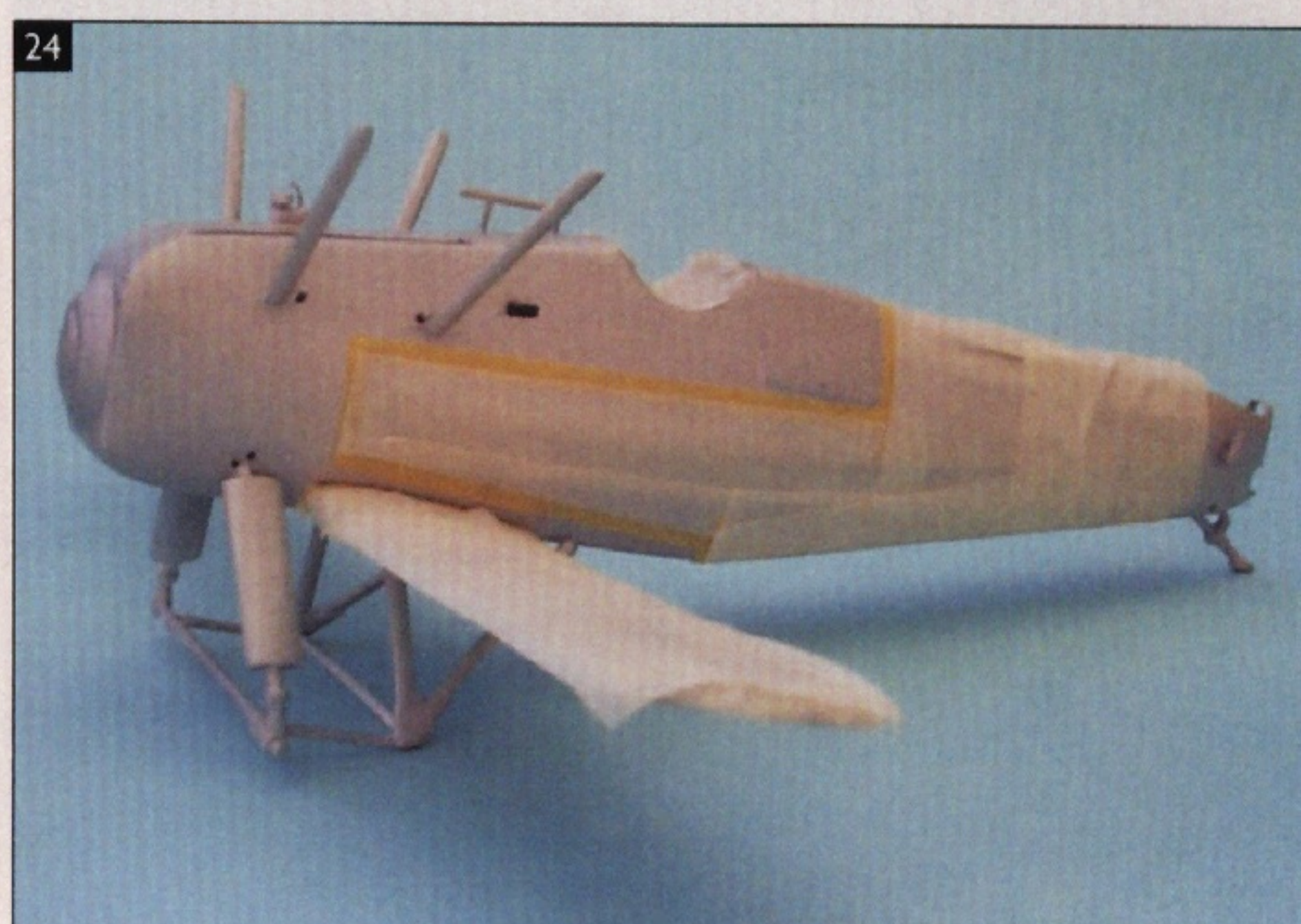
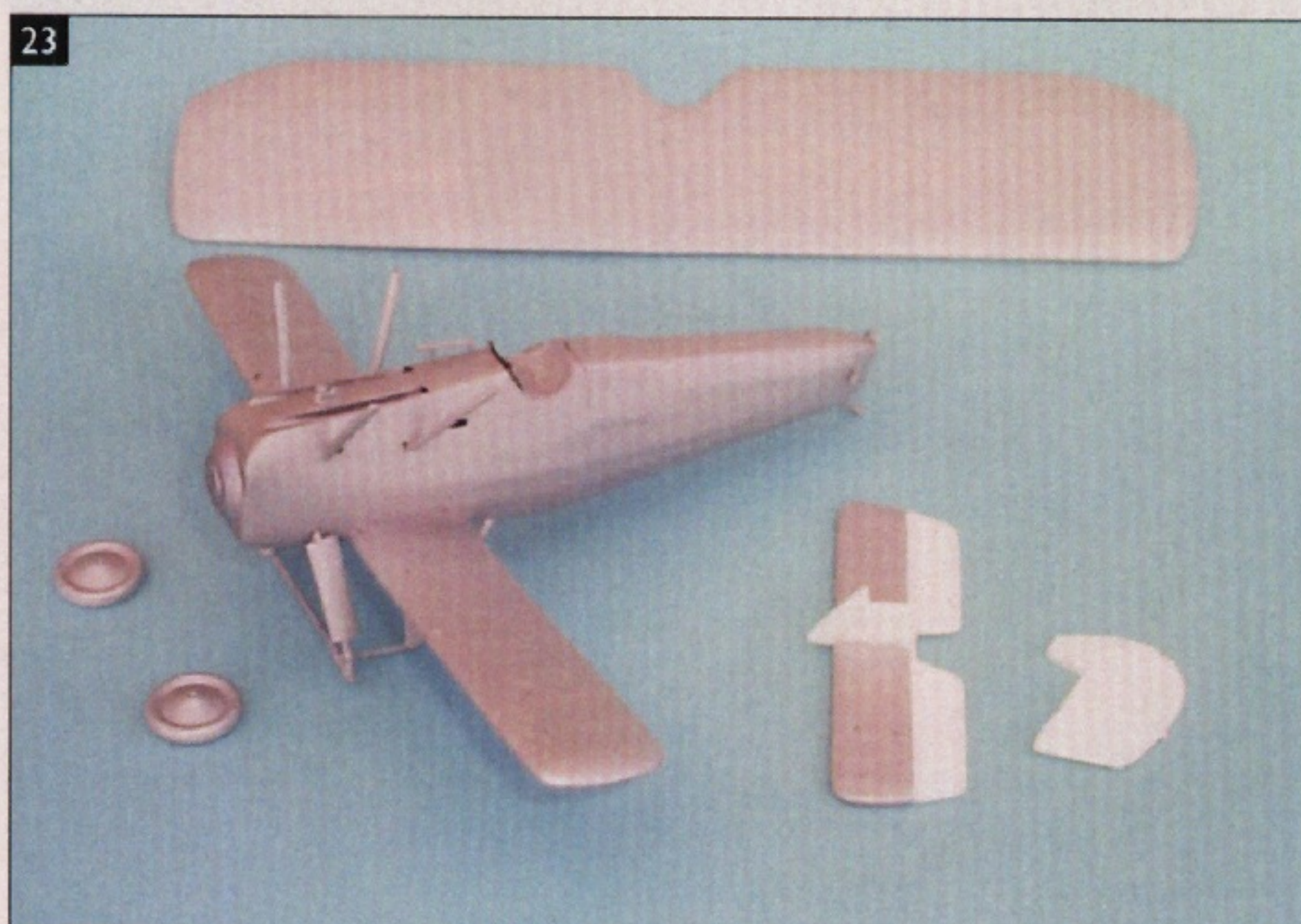
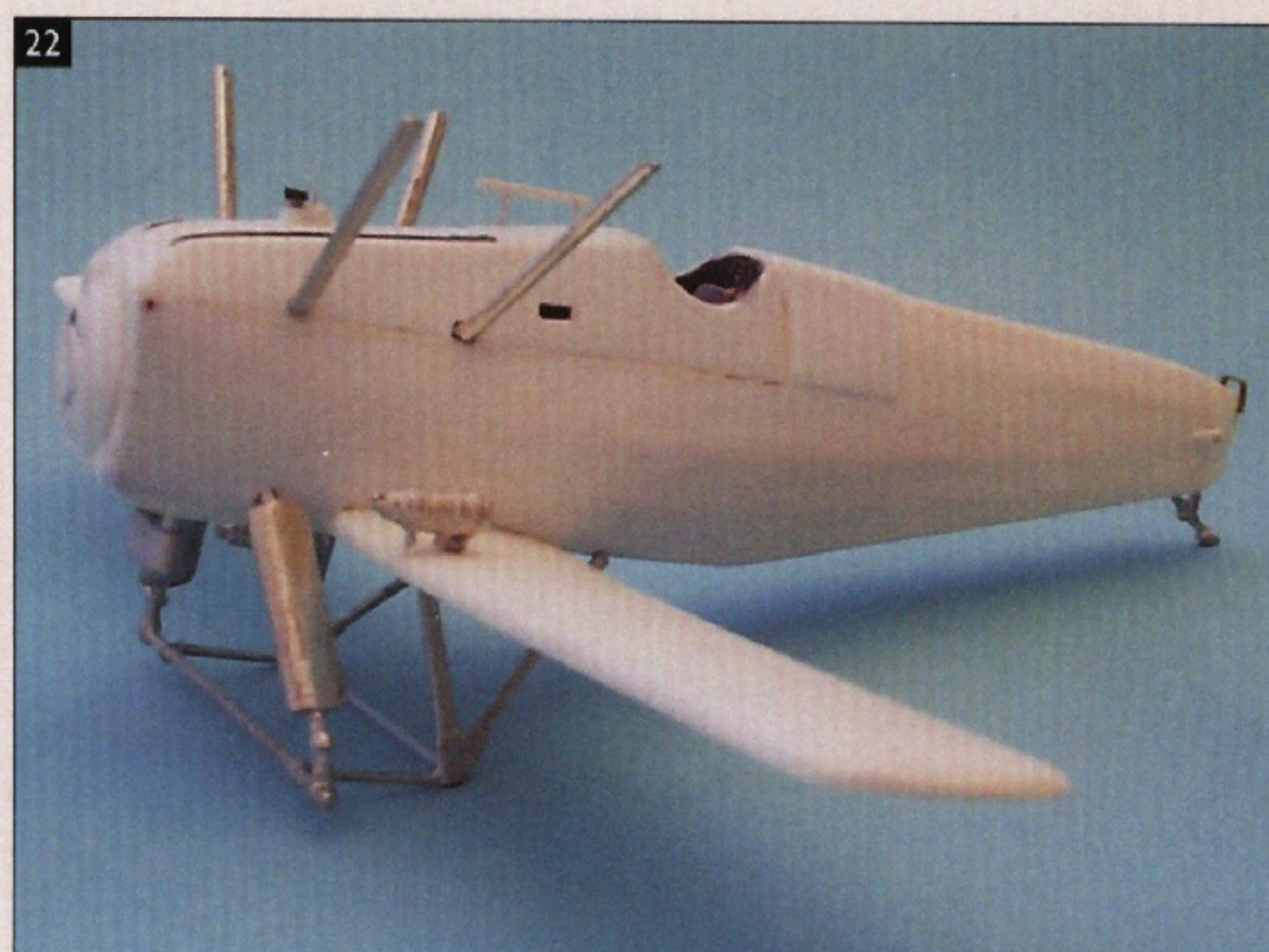
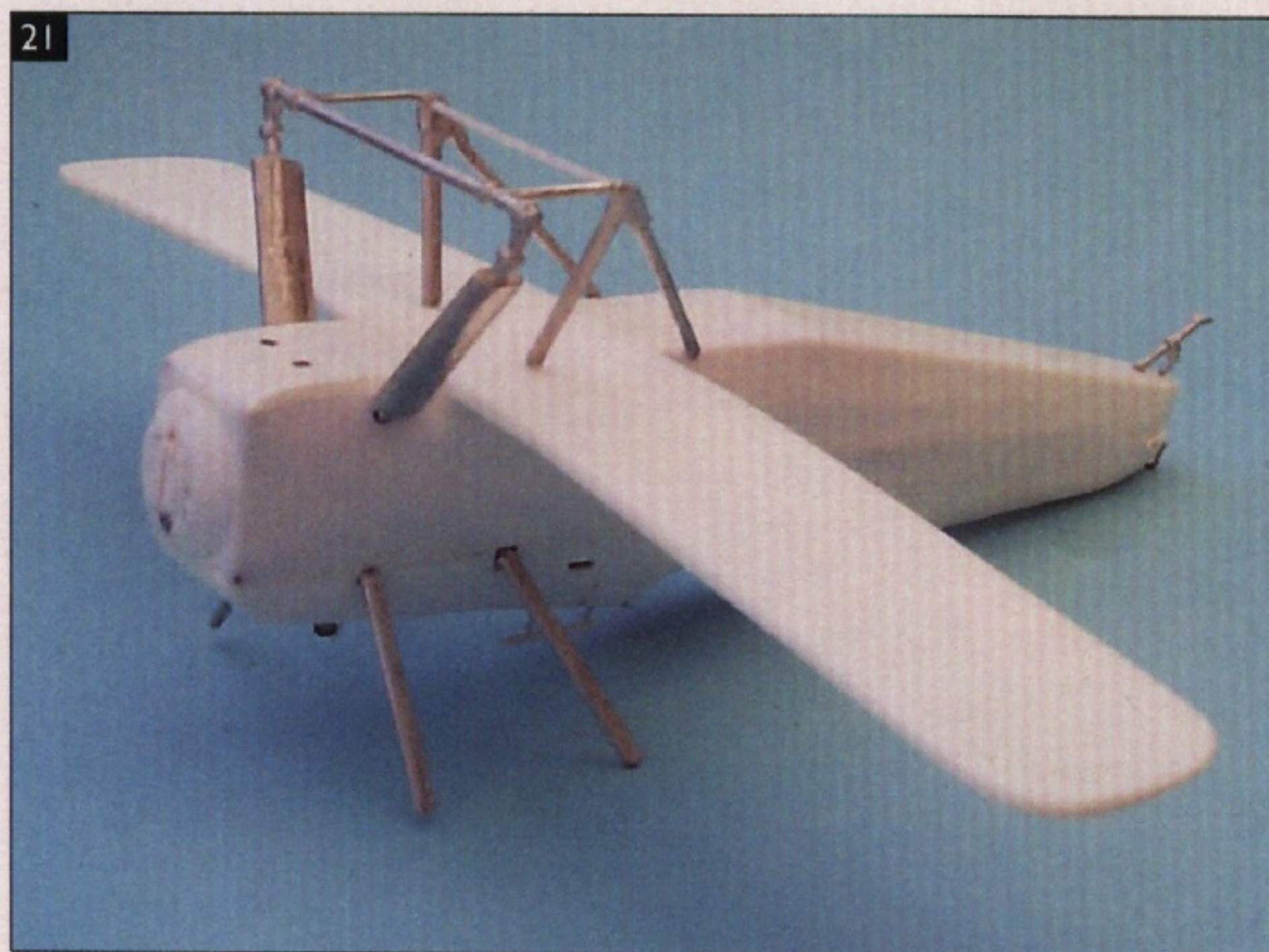
down is progressing, and it is all too easy to make a pig's ear of things. I have a couple of sizes of 'Tee-Al' with wet 'n dry sandpaper attached, the larger one for use after the Sandvik, and the smaller one for finer work and finishing off.

The trailing edges of wings and tailplanes receive a scraping with a scalpel blade from wing root to wing tip, as a good way of rapidly but carefully reducing the thickness of the plastic to acceptable levels. Care is needed to ensure that the blade is drawn level across the workpiece, so that you don't end up with what looks like a nice thin trailing edge, but when you put the top and bottom halves together, they don't quite meet. This will be because about 5mm in, not enough material was removed because the blade was at a downward angle. It's easy to fix, just scrape away more material slightly inboard from the trailing edge, and where the ridge is. If you keep fitting both parts together and checking as you work, you will easily spot things like this developing, and can deal with them. The worst thing to do is just sand and scrape the parts down, and then expect them to fit and convince yourself that 'it will do'. Final finishing of the trailing edges is done with the large Tee-Al, holding the workpiece at eye level so the final 'hair' of backing sheet can be seen coming away.

Upper Decking

One area of the Siskin that needs special attention is the forward upper decking containing the cockpit cut-out. As moulded the gun troughs are nowhere near deep enough, and to be fair this is pointed out in the instructions. It is due to the nature of vac forming, where it simply is not possible to draw the material deep enough down to form the troughs. Being a glutton for punishment I cut them out and resolved to make my own, before I figured out just how I was going to do so. Necessity is the mother of invention, so after rejecting various hare-brained ideas involving slices of bomb halves, I came up with a simple technique that worked first time. Taking a length of stripwood (planking from a wooden sailing boat kit, of which I had various thicknesses lying around), I rounded off one side. Then, I coaxed an oblong of 10 thou plasticard to wrap around it, and clamped it with a bulldog clip (Photo 03). Of course, when the clip is removed the plasticard will just spring away and try to flatten out again. So I took over the kitchen and lit one of the rings on the gas cooker (that's a stove to our North American buddies!). With the flame on low, I gently waved the Plasticard/clamp/bit of wood about 15cm (6in) above the heat for a few seconds. Pausing briefly, I removed the clamp and the





plasticard stayed put, having taken up the exact shape I wanted, and was slid off the strip of wood. Looked like a pretty good gun trough to me, so I ran another one off before I was booted out of the kitchen, and returned to my rightful place at the workbench! The cut-outs on the decking were then widened a little so that the troughs would slip nicely in from above. With no more messing about some liquid cement was run around by brush where the troughs and decking met, and left for a day to harden off (Photo 04). Taking a new scalpel blade, it was slightly nerve wracking to cut away the excess material and bring the troughs down flush with the decking. I'll own up and say I got one slightly wrong, due to flexing, but nothing that a dab of Milliput couldn't fix. It's worth pointing out that Milliput is probably the best type of filler to use on vac-forms, as it has no melting effects that are possible with others.

The Cockpit

Some basic elements are provided in white metal, such as the instrument panel, guns and control column, with a vac-formed seat. Starting with the instrument panel and machine guns, and not trusting myself to paint these up separately and then stick them together without making a mess, I decided to fix all three together first and paint them as a complete unit

(Photo 05). The guns attach to cut-outs in the top of the panel, and need to line up with the troughs in the top decking, so I lightly tacked them in place with a spot of cyanoacrylate, and fitted the guns into the troughs from the inside. Satisfied that everything lined up, the unit was then removed from the decking, and sprayed from a can of Halfords Appliance White, which served both to prime the white metal and give a good base for the instrument faces. The panel was then brush painted in a medium wood colour, being careful to leave the instrument faces in white, and, when dry, brass paint was applied to the instrument bezels. The instruments themselves came from a Reheat 1/48th decal sheet, and as they are printed as black on clear decal film, the appliance white serves as a perfect surface to apply them to. The guns then received a careful coat of semi-gloss black, highlighted with dry brushed silver to pick out the detail.

Most of us will want to add a little more detail, and fortunately there are good references around. Next to consider was the interior framework, and working from various drawings this was fabricated from plastic rod and fixed to a false floor and rear bulkhead (Photo 06). The two side frames were made up first, and then cross pieces were attached, which also serve as the seat mountings. The

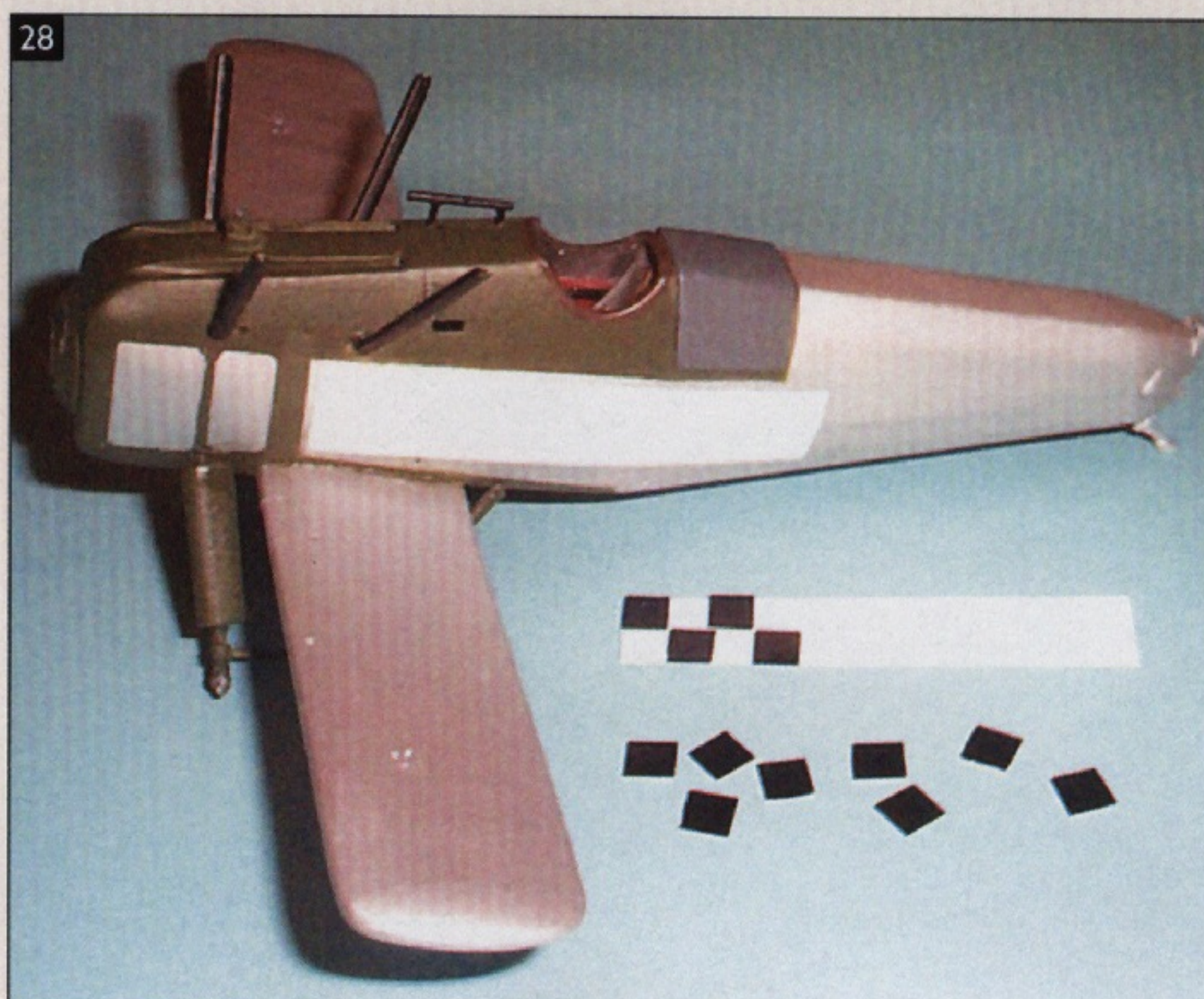
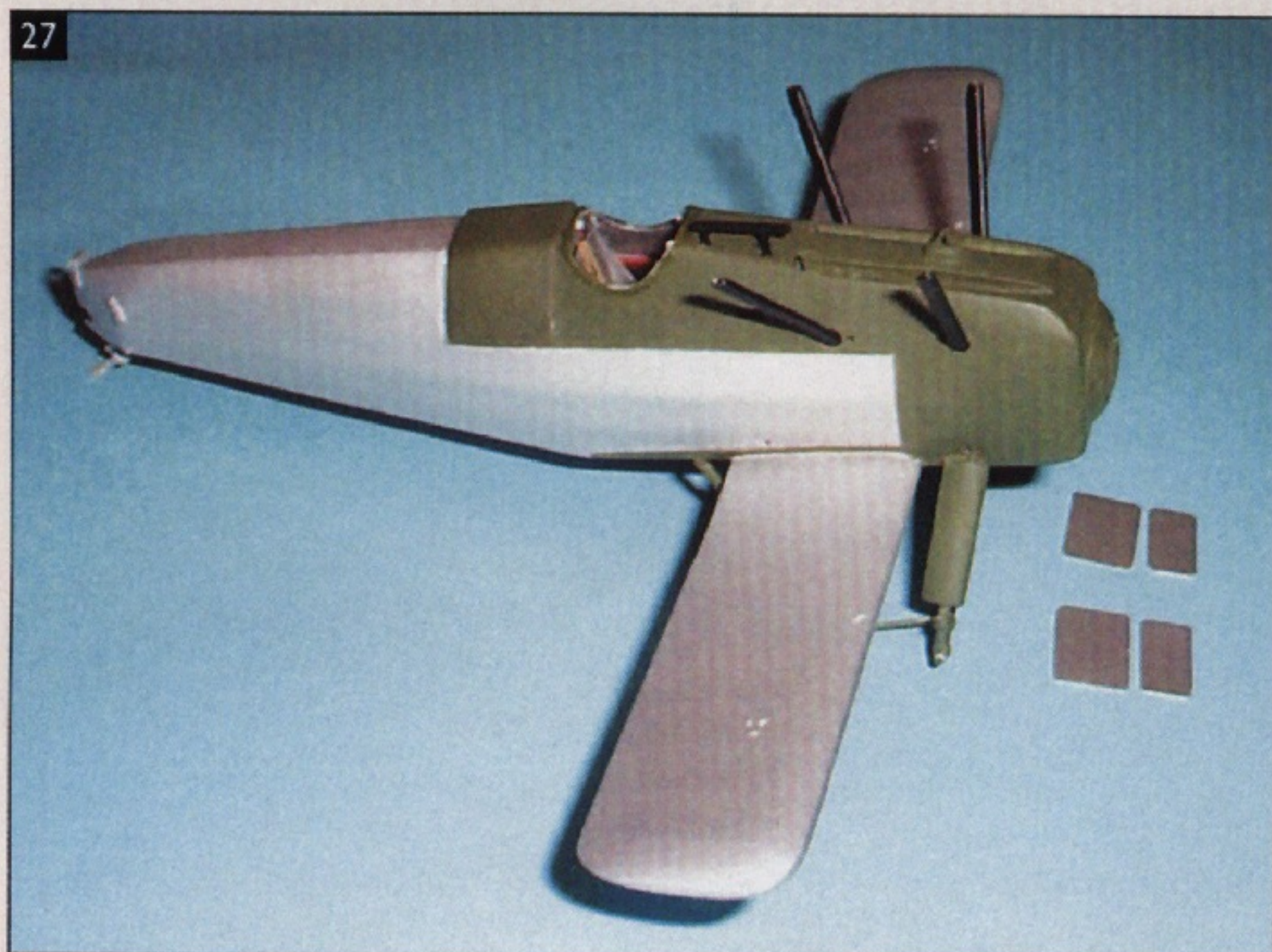
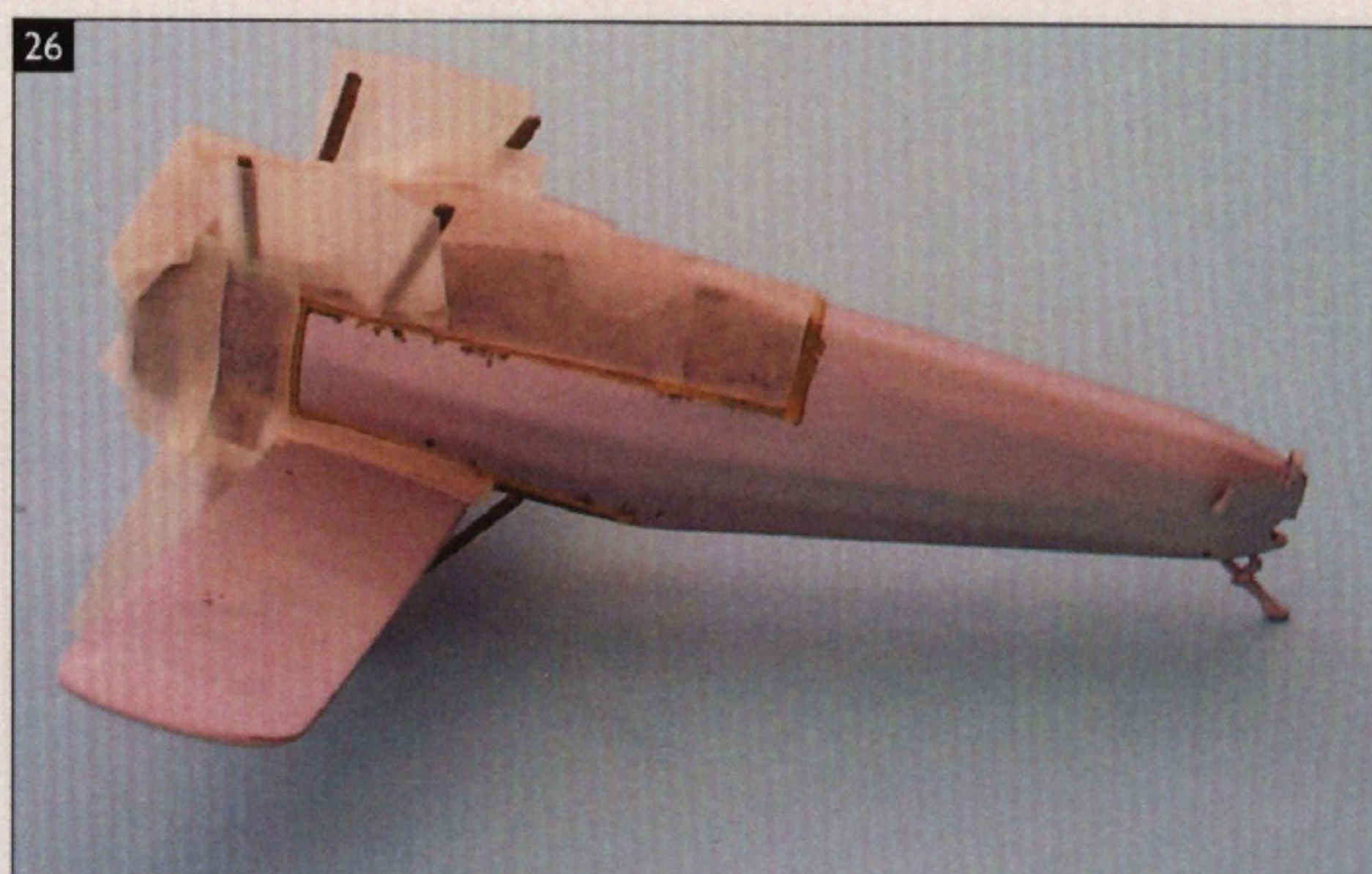
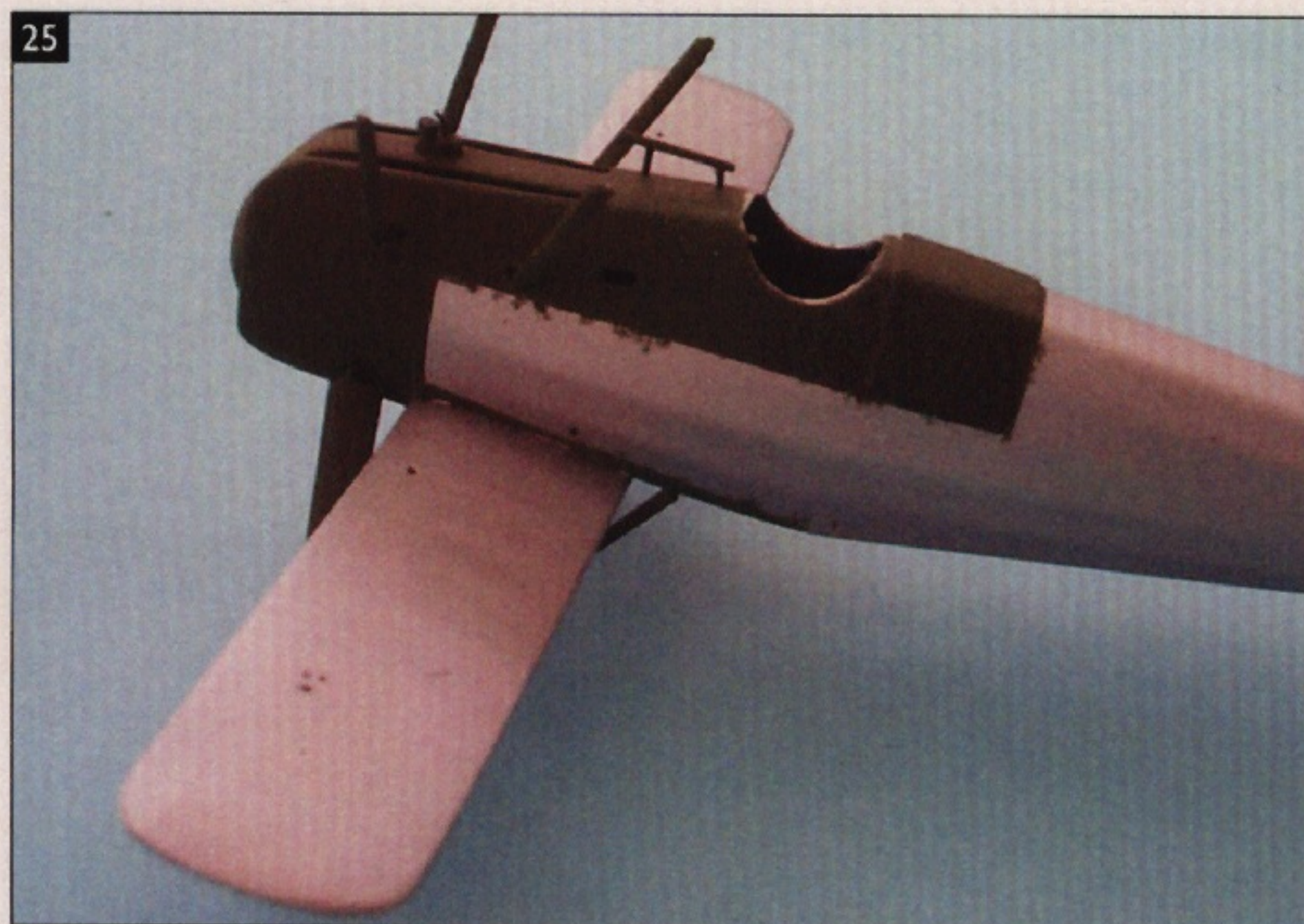
side frames had wire cross braces in each 'cell' and these were made from stretched sprue. The whole of the framework then received a coat of gloss black, the floor was painted in a light wood colour and the seat and rear bulkhead in dull silver to represent silver dope. Using more tube, a rudder bar was made up, and pedals and a central mount cut from 10 thou plasticard. Further details were made from various bits of tube and plasticard to represent the throttle unit and what I take to be a small priming pump (Photo 07).

I gave quite a bit of thought to figuring out what colour the sidewalls would be. At this time (the early 1920s) I don't think that standard colours like 'interior green' were used. I therefore concluded that the fabric areas would show up as untreated, which I interpret as mainly red dope with a streaky effect of silver where some of the silver topcoats penetrated through. I mixed my own shade of dull red and when dry used a wide brush to streak on some dull silver to give the desired effect (Photo 08). One final word on the colours used inside the cockpit. The red dope and wood colours, I deliberately mixed a touch lighter than usual in order that they wouldn't be lost in the small dark cockpit opening of the model. It was just an idea I had and felt like trying out, and I think it works OK, as all

the detail is reasonably visible on the finished model. I'm sure the subject of 'scale colour' could fill a whole book, never mind a short comment in a single article, so I'll say no more!

All the cockpit components were brought together and fixed into the right hand fuselage (Photo 09). The other fuselage was offered up and secured with thin strips of masking tape. No tabs or other fixings were used inside the fuselage, just a bead of liquid cement run around the join by brush.

At this stage I had not yet fixed the upper decking in place, which was fortunate as I test fitted the lower wing. It was obvious that the shape of the lower nose where it meets the leading edge of the wing was going to need some attention to fair it all in properly. In anticipation of this, I packed the nose area from the inside with Milliput, as some heavy sanding was going to be needed later. It was then time to fix the upper decking in place, and whilst test fitting it I managed to break the thin piece that forms the rear of the cockpit opening. Taking a sturdy length of stretched sprue, I rolled it around a paintbrush handle to form a hoop shape, and then eased it into a more accurate shape to fit against the inner sidewalls, and form the new rear edge of the cockpit opening. A thin application of liquid cement secured it in place, and when thoroughly



dried, it was blended in with a little sanding. Then it was possible to test fit it onto the fuselage again. I found a little 'fettling' was necessary here and there, mainly trimming the lip that runs around the fuselage, before a snug fit was obtained (Photo 10). The instrument panel also needed a little material removed from each side, and then liquid cement applied by brush was run around the upper decking to fuselage join.

Aeroclub have supplied the cabane struts as single units to fit across the fuselage from side to side, rather like the Matchbox kit does. Whilst this is a good idea, I felt that they might get in the way of smoothing and finishing the decking to fuselage join, so I elected not to fit them at this time (Photo 11). I cut them in half in the middle, and later fed them through pre-cut slots. It did help a little, but in retrospect there was nothing wrong with the way Aeroclub suggested. What you win in one place, you lose in another!

Flying Surfaces

The upper wing and tailplane halves were fixed together by placing the top and bottom halves together, and attaching a few short lengths of tape on the leading edge. Then it was flipped open, and cyanoacrylate run along the lower wing trailing edge, spread with a cocktail stick, and the wing flipped shut (Photo 12). This

method gives good alignment, and because the trailing edges are so very thin it is only really practical to use cyanoacrylate, as any other cement will eat away at the thin plastic over time. After a few minutes the tape can be removed from the leading edge, and this and the sides are secured with the usual liquid cement applied by brush.

In reality the lower wing comprises a wide centre section, with an outer panel on each end at 3° of dihedral. Using the Aeroclub plan I marked where the outer panels start, and scored the insides of each of the wing halves (Photo 13). When stuck together the centre section was taped down, and each wing tip propped up to give the required dihedral, as the glue dried. When dried, it was smoothed off and fixed into the cut-out in the lower fuselage, where that strange bulge of a lower nose showed up again (Photo 14). A skim of Milliput was applied to the area forward of the wing, not worrying about getting it too perfect, as it only served as a rough coat to which a finer layer was applied after 24 hours. The whole area was then smoothed and sanded down with a piece of wet and dry paper fixed to a length of Tee-Al, to give a much better profile to the whole area (Photo 15 and 16). It took a little while to do this with constant reference to plans & photos, to ensure it looks right. The

cover over the radio compartment just behind the cockpit had suffered a bit during all the sanding and cleaning up, losing some of its definition. I therefore fabricated a new one from 10 thou plasticard and attached it in place with liquid cement (Photo 17).

Finally, I separated the fin from the rudder, both to make painting the rudder easier, and to fix it back on at a slight angle and add a little life to the model (Photo 18). All the major construction work on the components was now complete (Photo 19); there just remained the task of painting and fitting it all together!

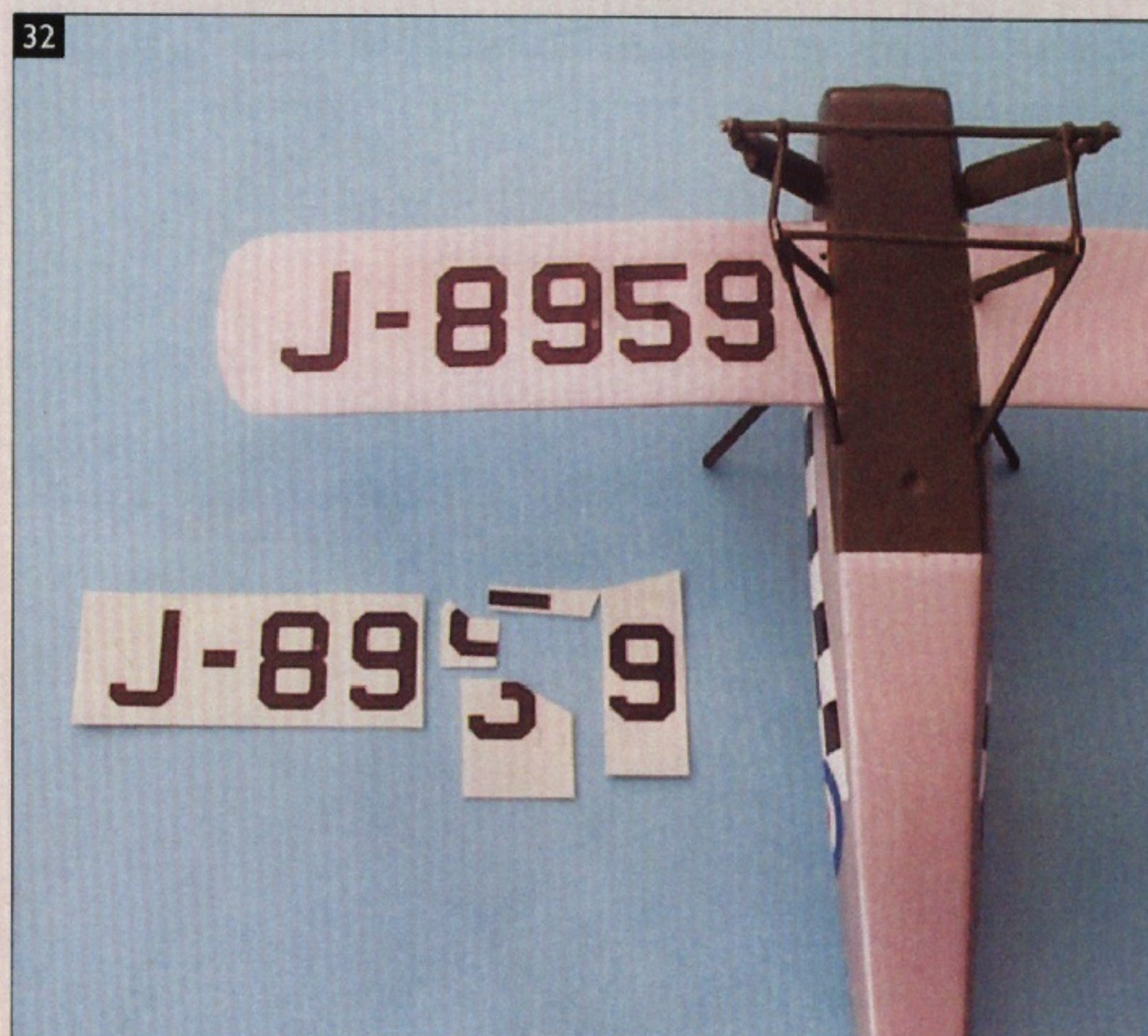
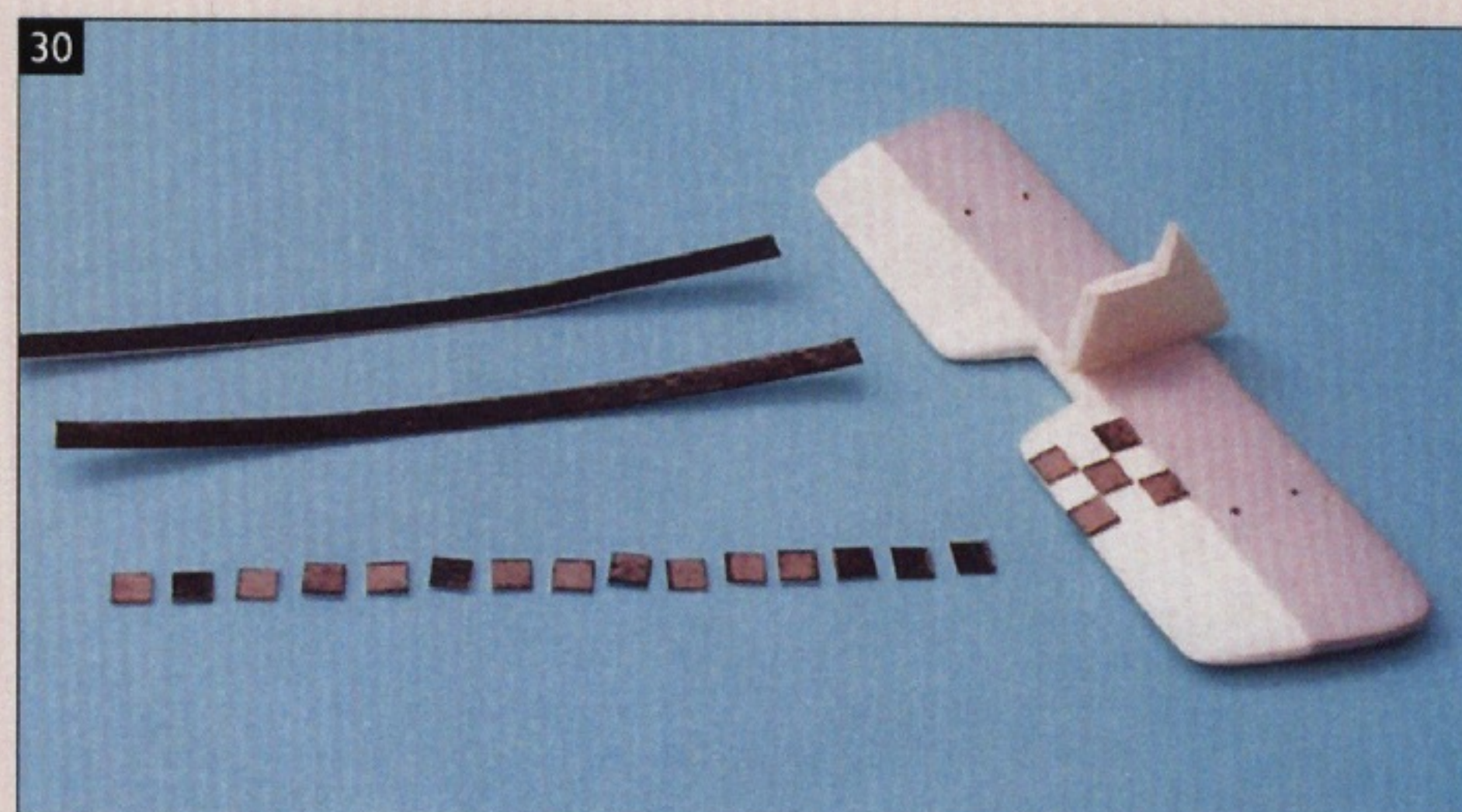
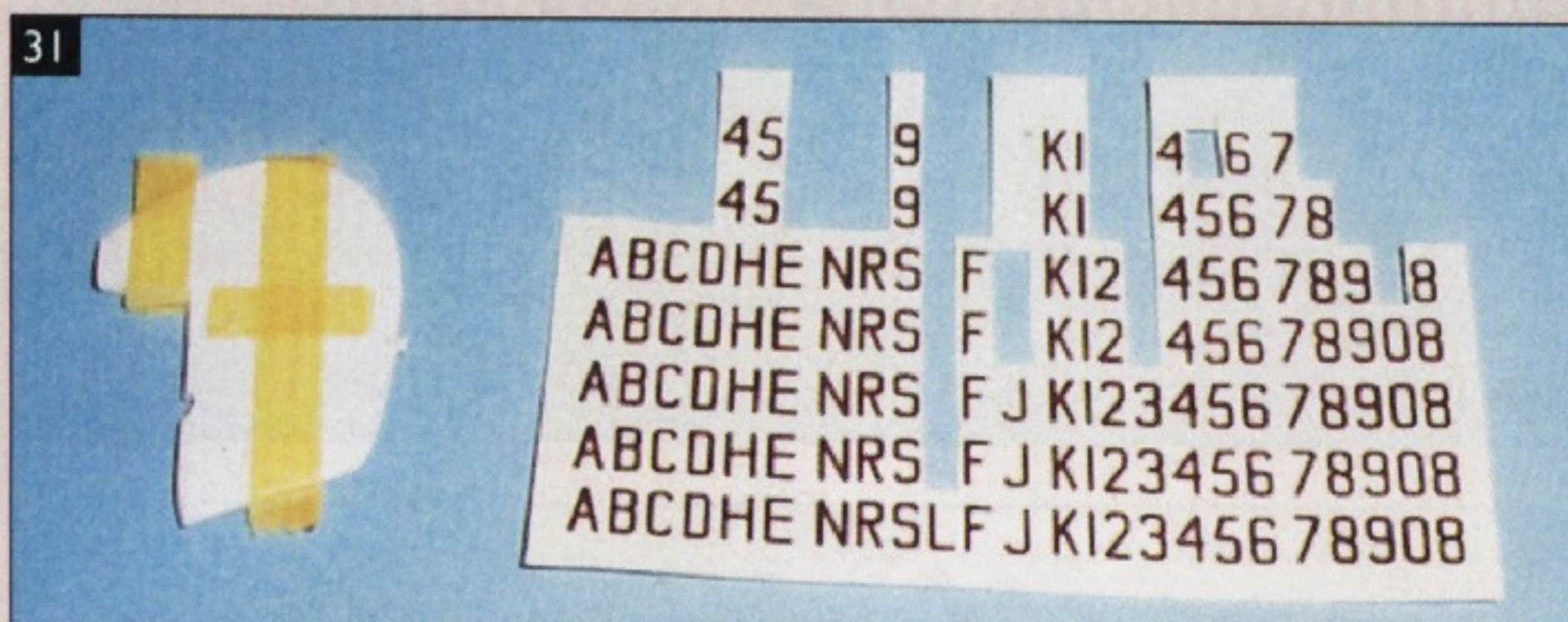
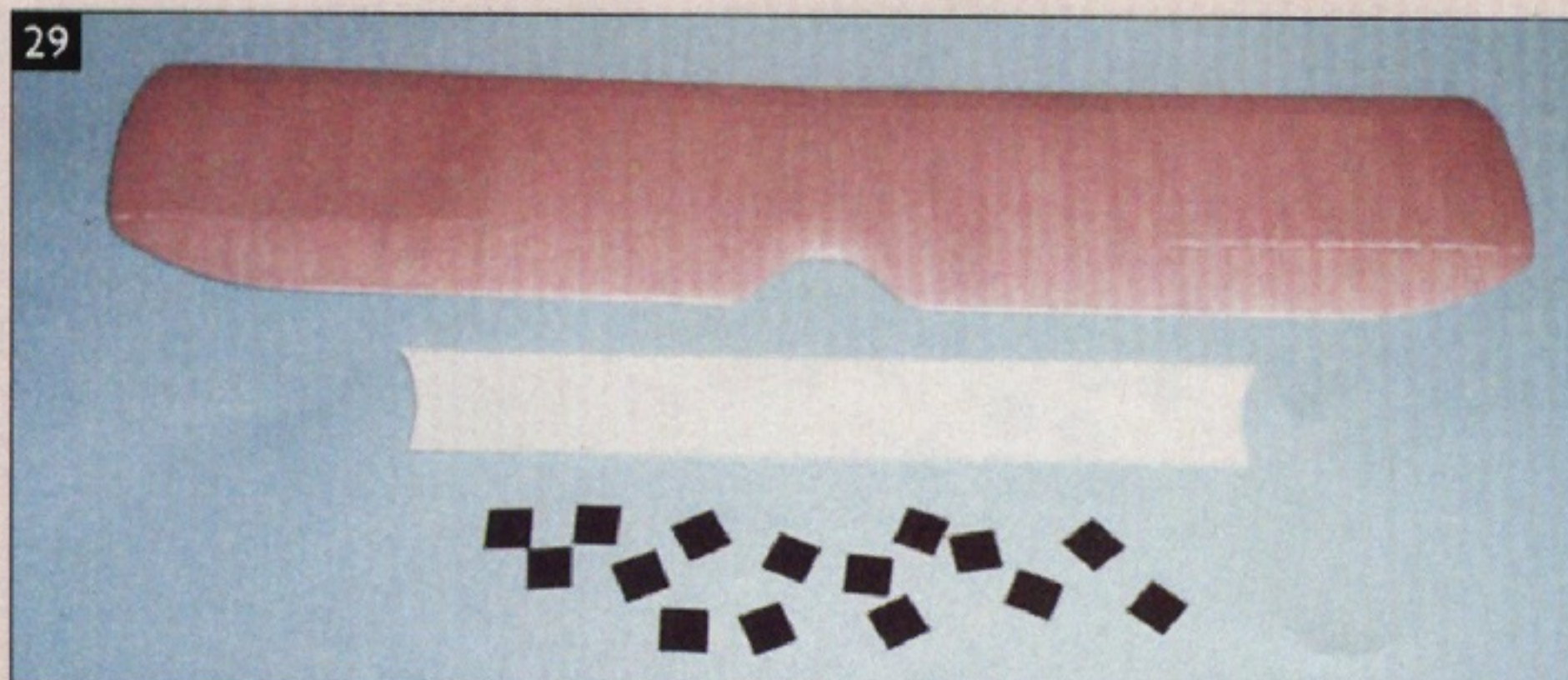
Which Squadron?

By this time it was necessary to have made a decision on the final colour scheme, as all the major components need painting before assembly. Deciding was a really fun part of the project, as quite a few squadrons used the Siskin, all at the very peak of the most colourful period in RAF history. I thoroughly recommend the book 'On Silver Wings' by Lumsden & Thetford; not only is it a good read, but it has lots of photos and colour profiles of aircraft from this period. The kit has decals for the nice schemes of Nos.29 and 32 Squadrons (Photo 20), but I decided I wanted the CO's machine of No.43 Squadron. I had a 1/72nd Modeldec sheet with this machine

on, and couldn't resist the great swathes of black and white checks all over it. The Modeldec sheet comes with a number of photographs of the actual machine with it, and I spent some time studying these. I disagree with the instructions, which show that only the top decking was in green. It seems clear from the photographs that the front of the fuselage around the inspection panels, underside, and main undercarriage legs were also painted green, as they were in many other squadrons. The Lumsden & Thetford book has more pictures of No.43 Squadron Siskins, which confirm this view. There was a lot of variation from squadron to squadron in how much of the forward fuselage was painted dark green, so it is worth checking as many pictures as you can. The checkerboard markings didn't look like they would be too difficult to make, and I have gained a bit of experience in this area, having built all the Aeroclub 1/48th pre-war biplanes and varied the colour schemes on almost all of them.

Painting

There is no way with a biplane model like this that it is possible to assemble it all and then paint the main airframe. Pretty obviously the top wing will get in the way, as well as various other parts. However, I like to get as much as possible



assembled before painting starts, as I find that that it helps prevent spoiling a nice paint job by having to attach various parts, and making a mess of it! By looking at what colours need to go where, I usually make a mental plan of the sequence of painting, and how much can be pre-assembled. With the Siskin the dark green was going to go on to the forward fuselage first, but at this stage the fuselage assembly consisted of the basic cruciform shape of the fuselage itself, and the lower wing. I reckoned that trying to assemble that complex looking undercarriage onto a nicely painted fuselage was going to cause at least some marring of the paintwork, so made the decision to add the undercarriage before starting any painting (Photo 22). In fact, although it looks like a complex structure, Aeroclub has made an intelligent breakdown of the parts as white-metal castings, and it goes together with surprising ease to form a strong little unit, no doubt just like the real thing (Photo 23). With the upper decking to fuselage now filled and cleaned up, the cabane struts were also now cyanoed in place, and the cockpit opening filled with damp tissue paper to seal it up.

All the sub-assemblies now received a coat of Halfords (acrylic) White Plastic Primer, which serves to highlight any blemishes so far unseen, (so that they can be rectified), and

provide a good 'key' for the subsequent coats of paint. It dries very quickly, and I tried a new technique of rubbing down using very fine steel wool, obtained from my local art shop. It does give an excellent finish, and get into all the areas of detail, leaving a very nice silk like surface to the primer. A word of warning though, it sheds little slivers of the fine steel threads, and they get everywhere. I quickly learned to step outside for a few minutes while using this stuff, and I would suspect a dust mask might not be a bad idea, as I'm sure it would do you no good if inhaled.

The tail surfaces were sprayed with Halfords (Gloss) Appliance White where the rudder stripes and checkerboards would eventually go. It's been a couple of years since I last built one of these biplanes, and I always used Humbrol 56 (Aluminium) on the areas that were silver doped on the real aircraft, as I like the slightly dull and realistic finish it gives. So I went and bought a fresh tin, not wanting to risk using an old one on a model that had taken a lot of work up to now. It went on very nicely, but looked a bit too dark for my liking, and holding it next to some of my earlier models confirmed it. It really was too dark to represent silver dope to my liking. So I don't know what has happened over the last few years. Still, nothing lost, it could serve as another

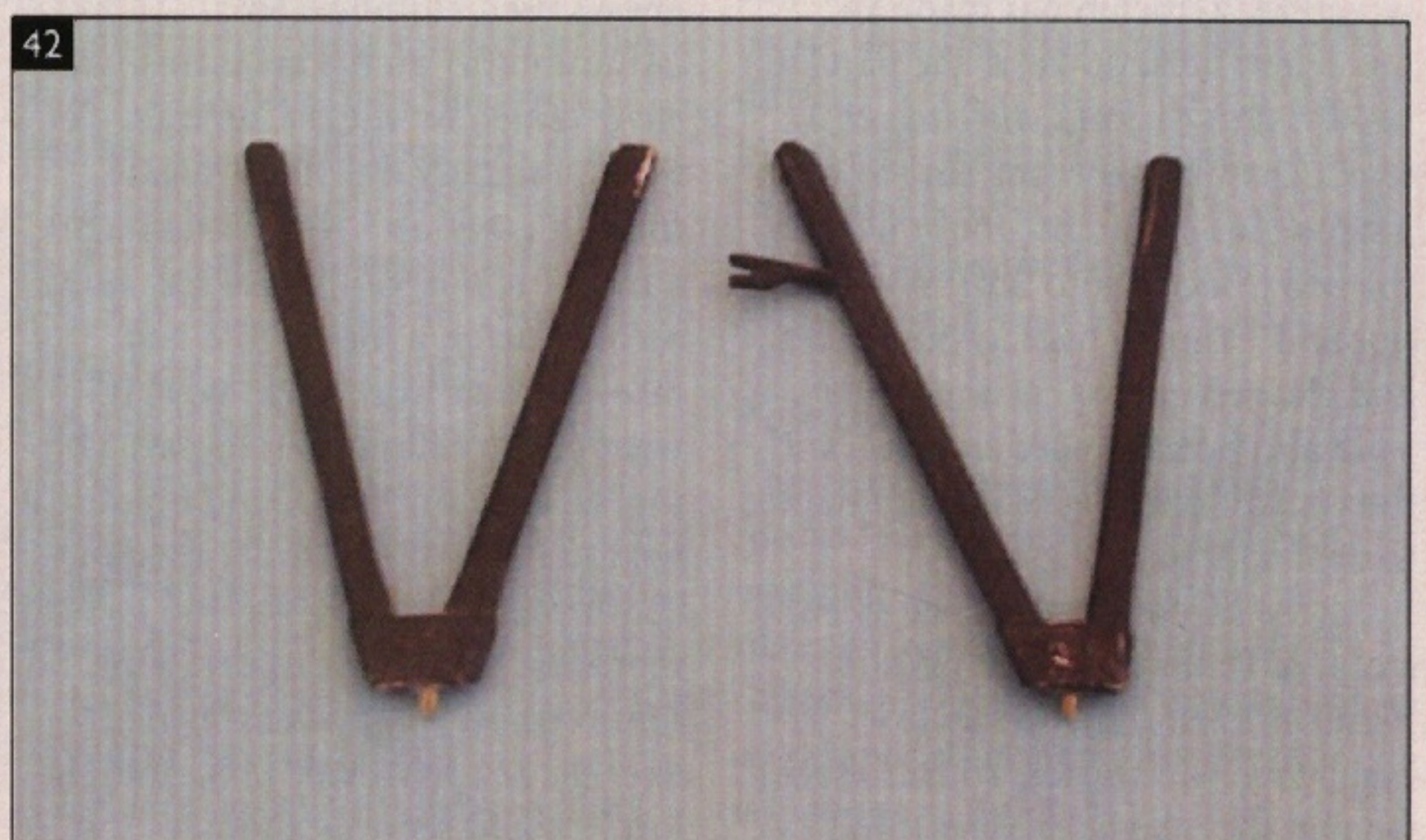
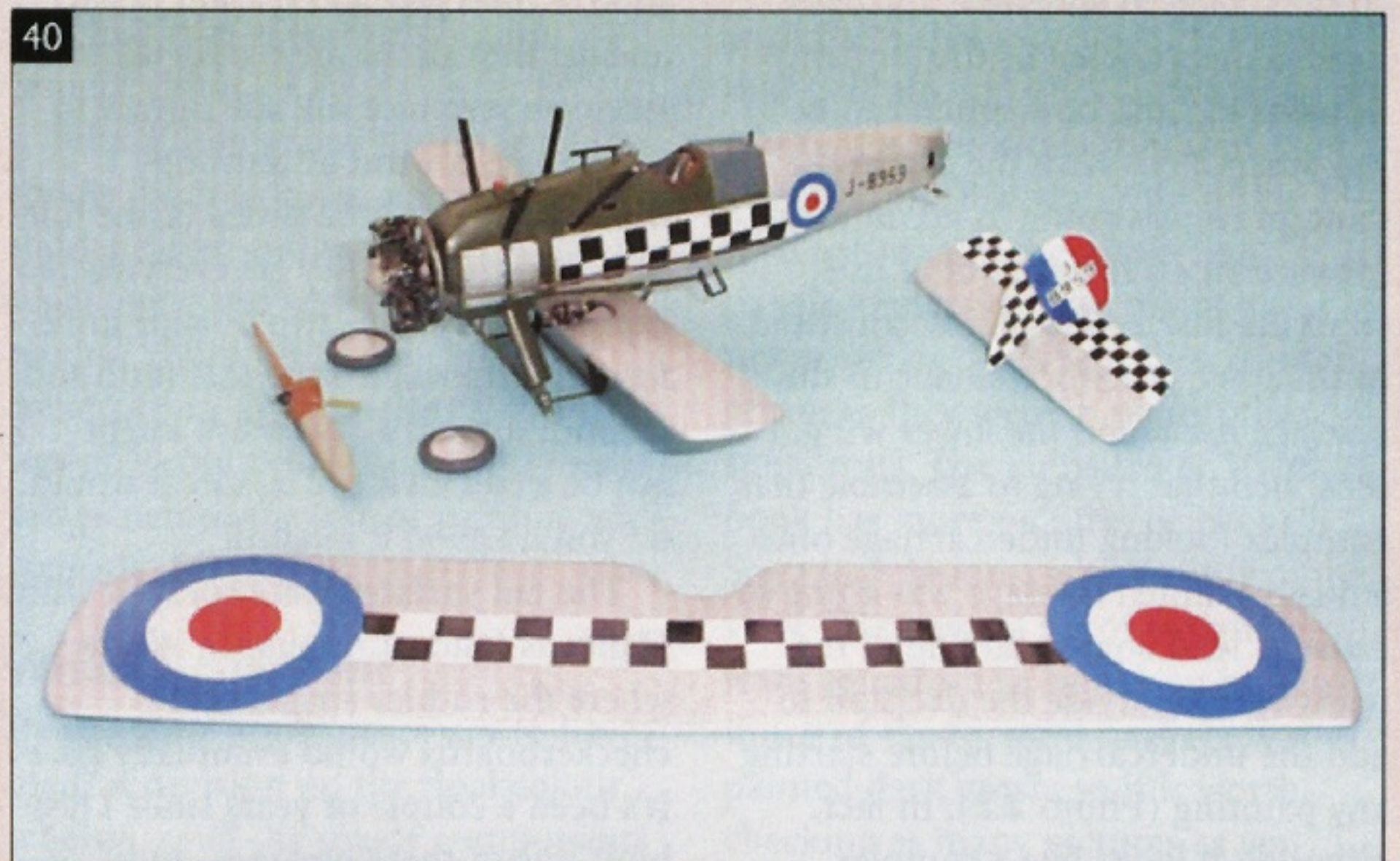
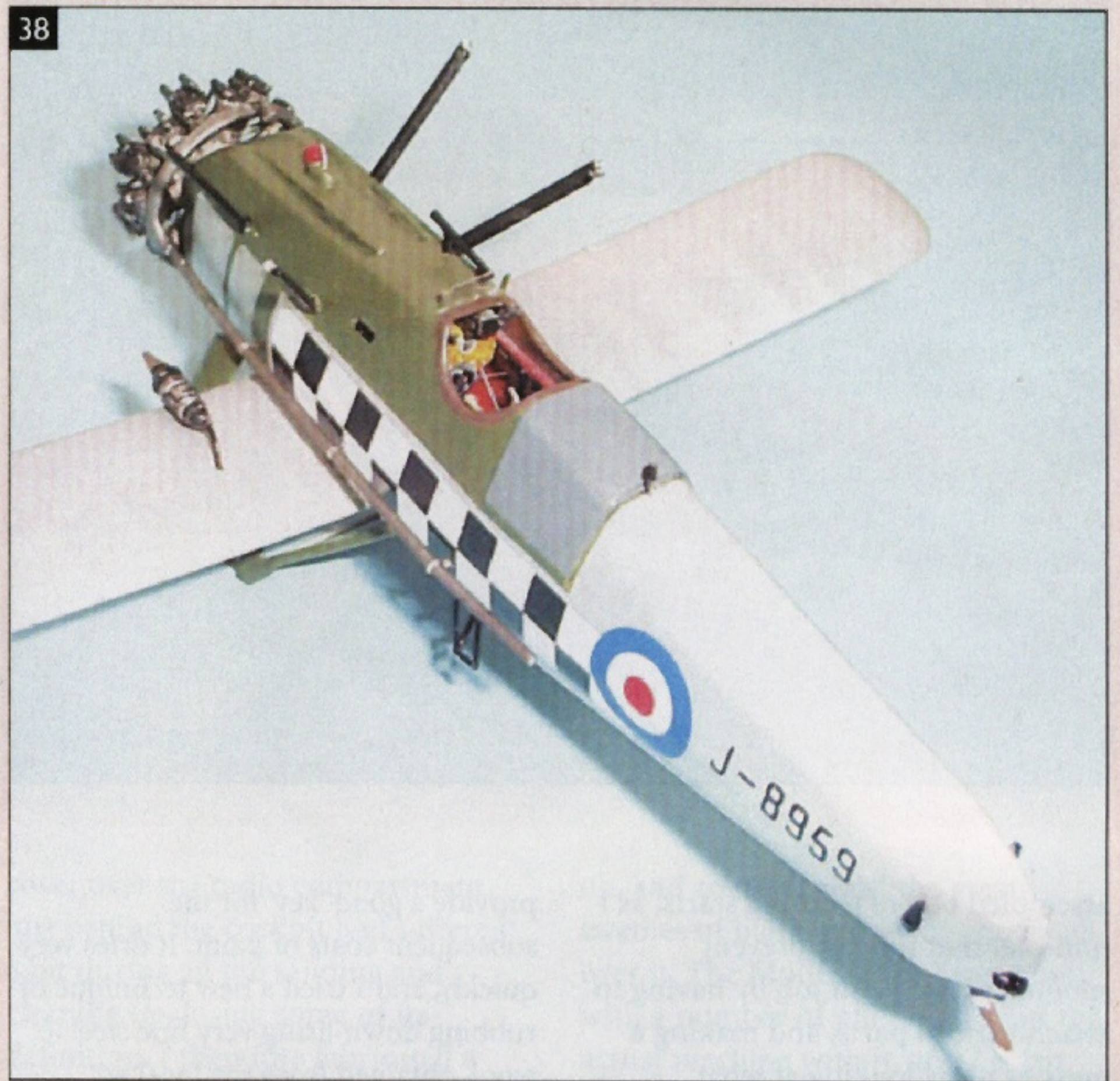
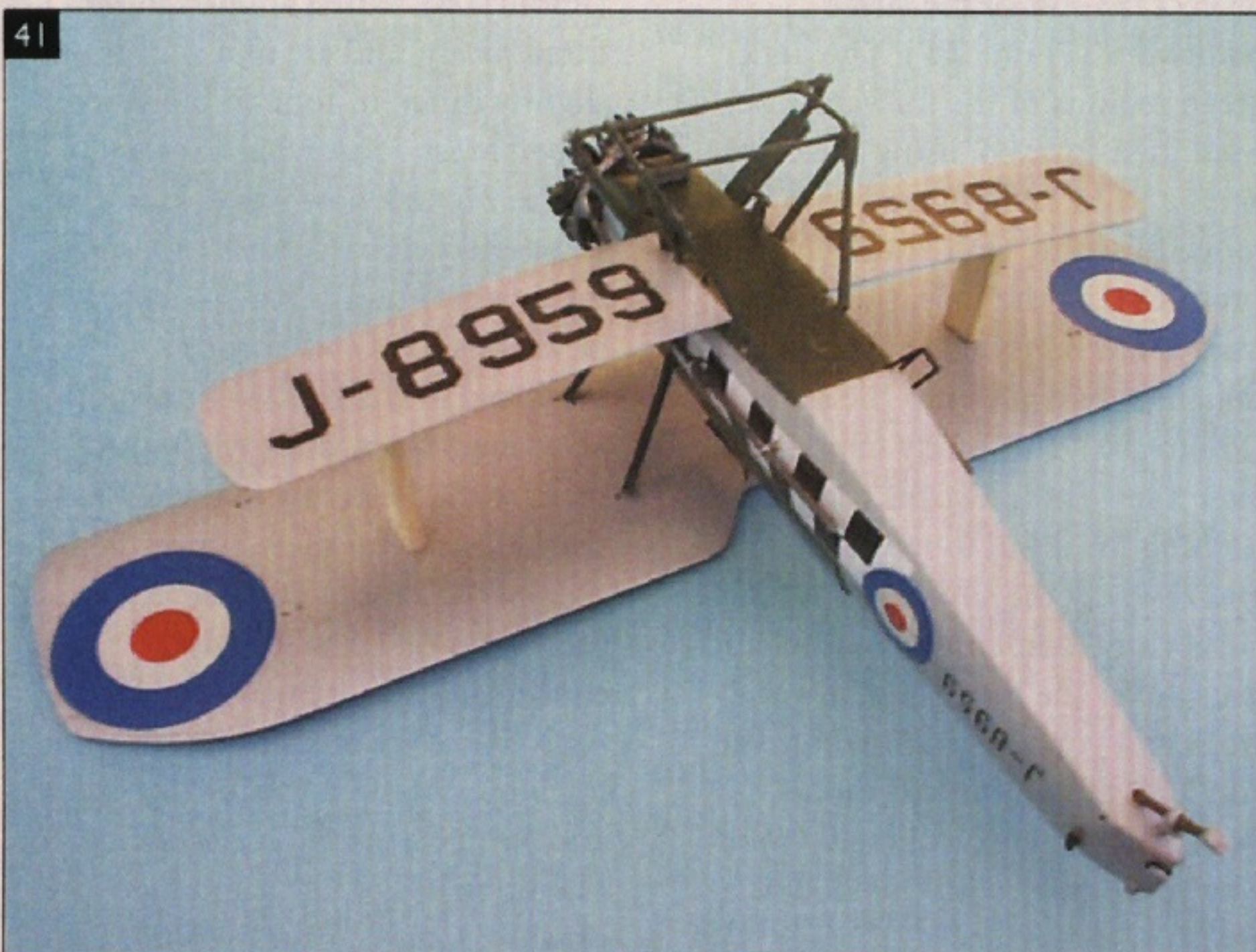
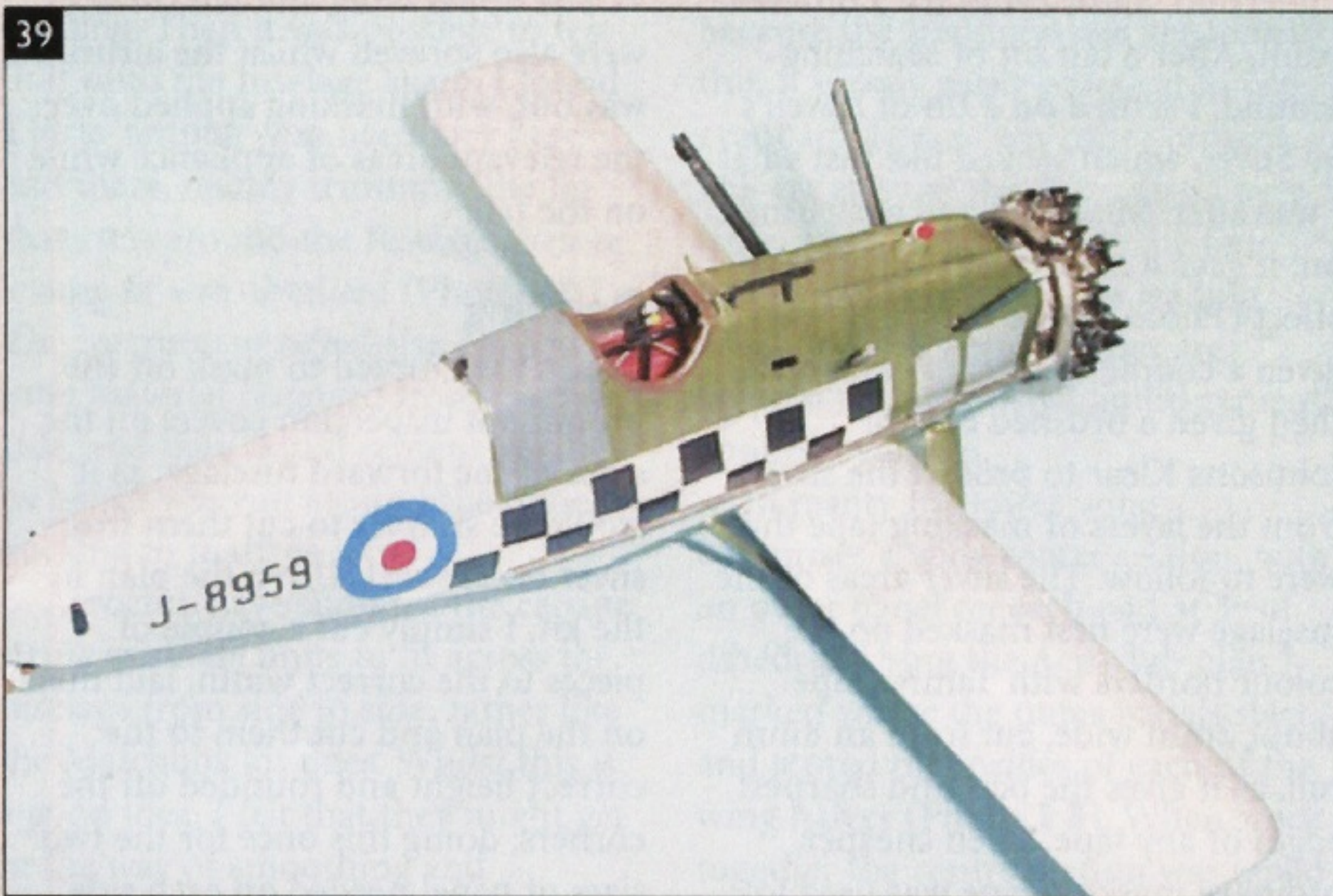
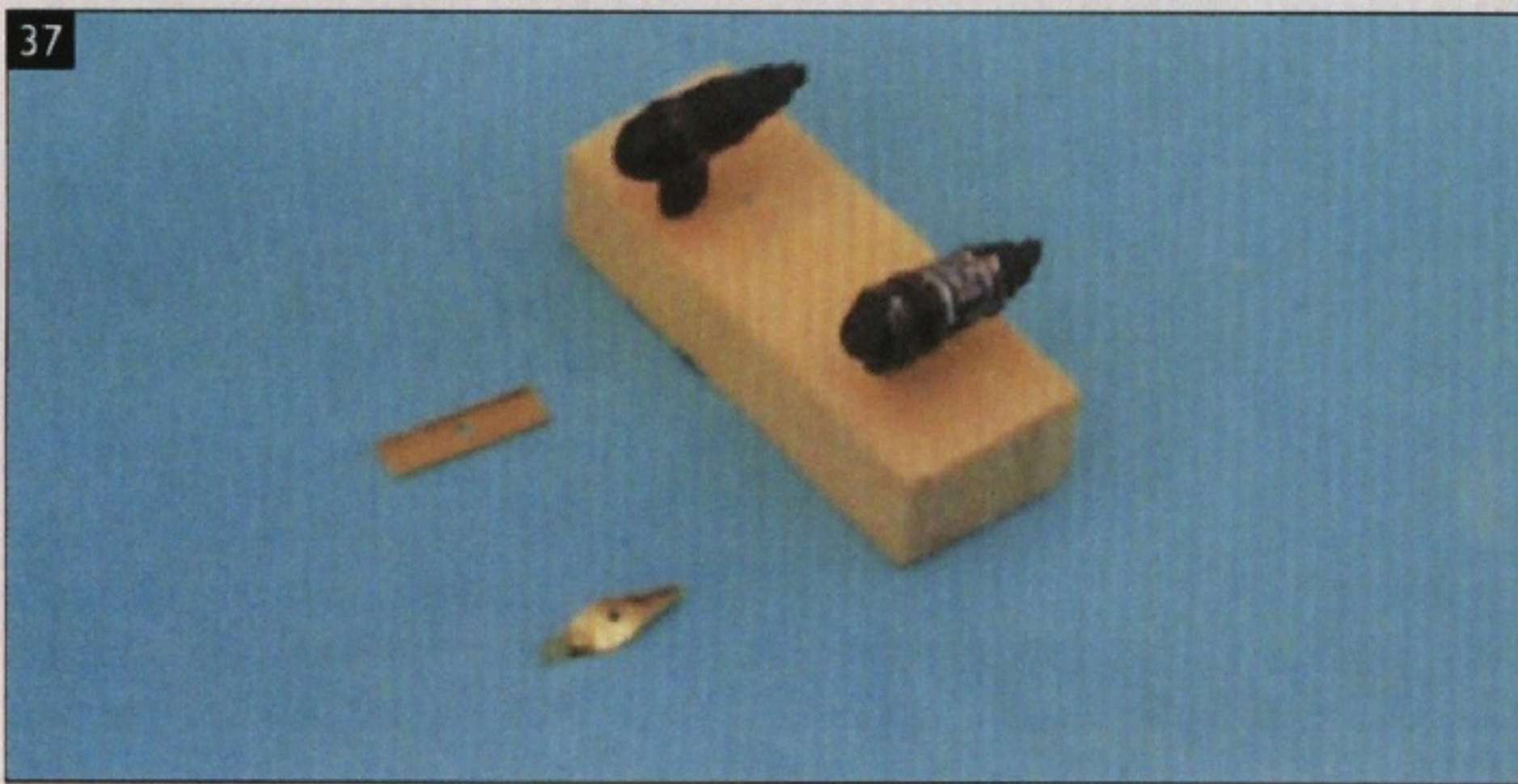
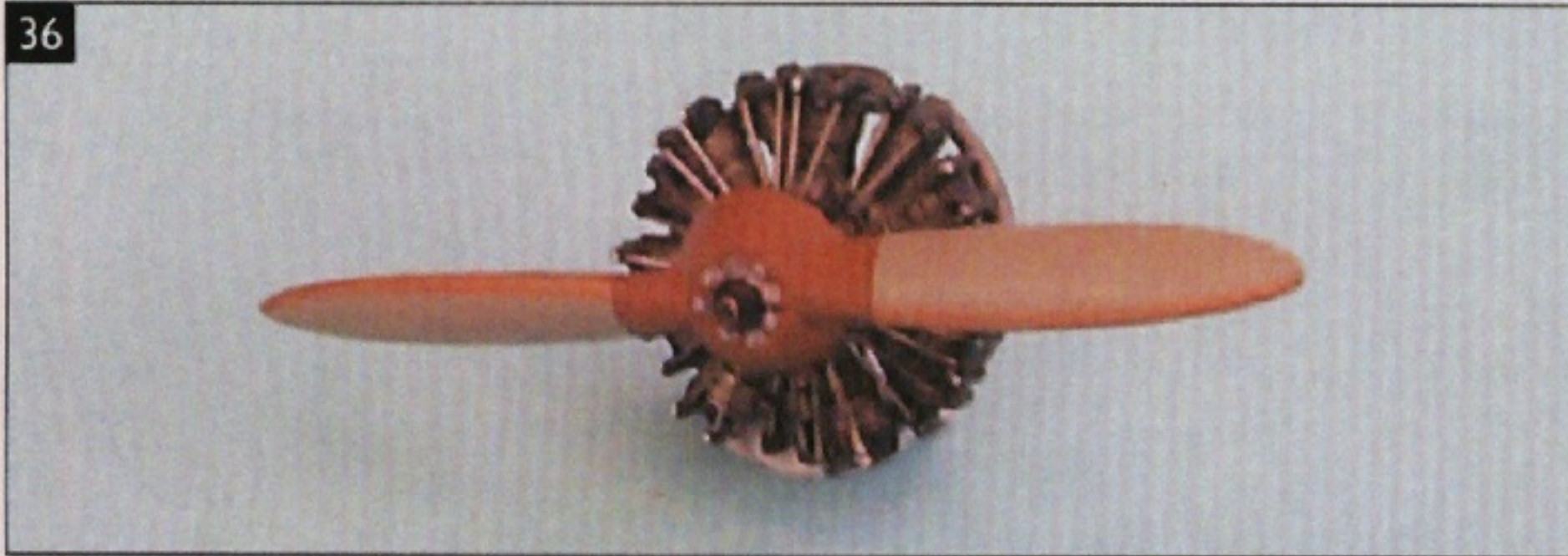
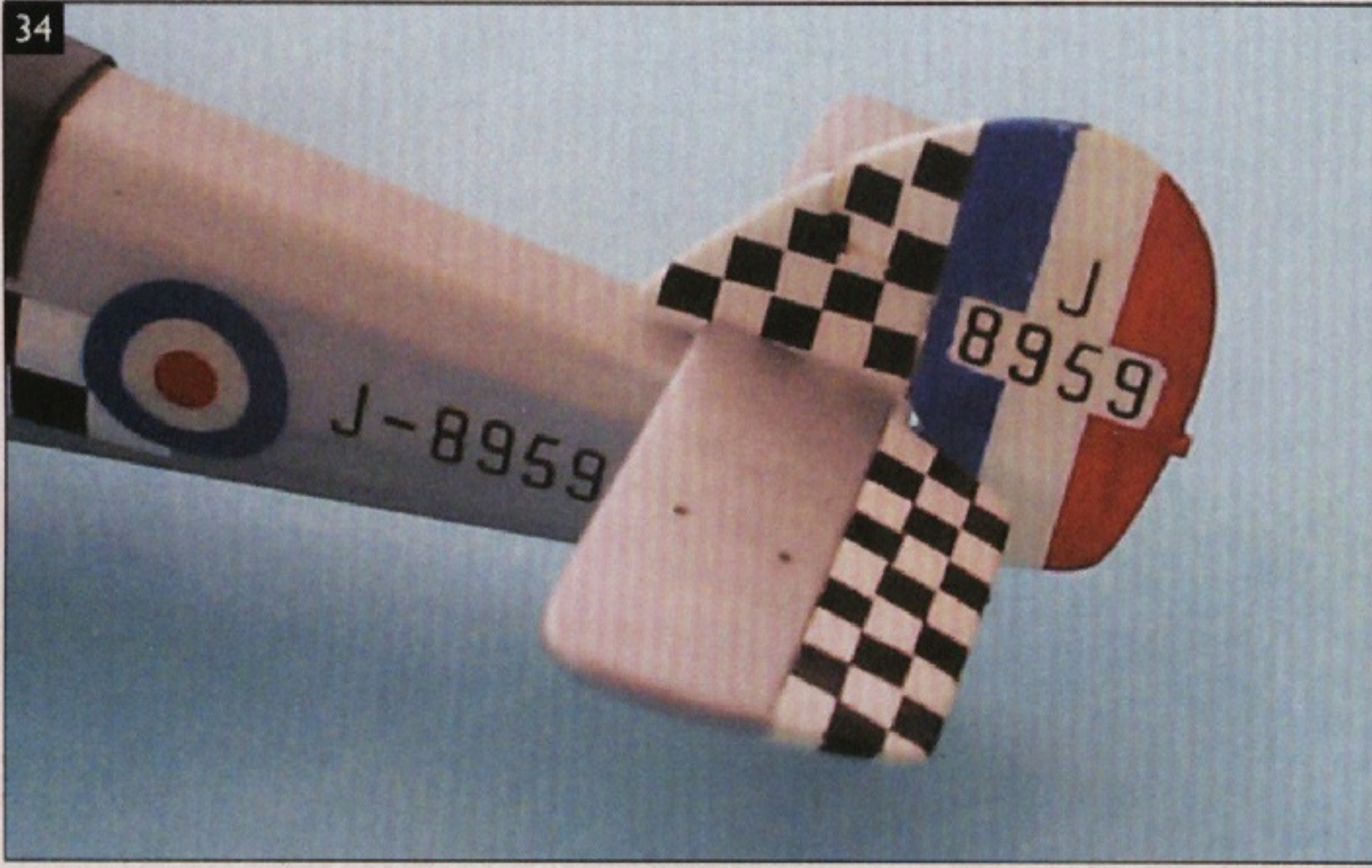
undercoat, and I could try a different paint. After a fair bit of searching around, I settled on a tin of Revell's 99 Silver, which looked like just what I was after. Mixed up and airbrushed on, it gave a much more satisfactory effect (Photo 24). Everything was given a couple of days to dry, and then given a brushed coat of Johnsons Klear to protect the silver from the layers of masking tape that were to follow. The silver areas of the fuselage were first masked on the colour borders with Tamiya tape about 2mm wide, cut from an 8mm roll, as it gives the best and sharpest edges of any tape. Then cheaper, ordinary masking tape was used to protect the rest of the silver paintwork (Photo 25). The dark green regions of the forward fuselage were then sprayed, using Lifecolor acrylic RLM 70 lightened with a touch of white. Unfortunately, when I removed all the tape, there were quite a few conspicuous runs where the green had got onto the silver (Photo 26). This rarely happens, so after a few choice words there was nothing for it but to mask the green and re-spray the silver! (Photo 27). Forget any temptations to freehand brush over the blemishes, it won't work and you'll regret it whenever you look at the finished model. Better to mutter to yourself about why you bother with this hobby, and get on with the job!

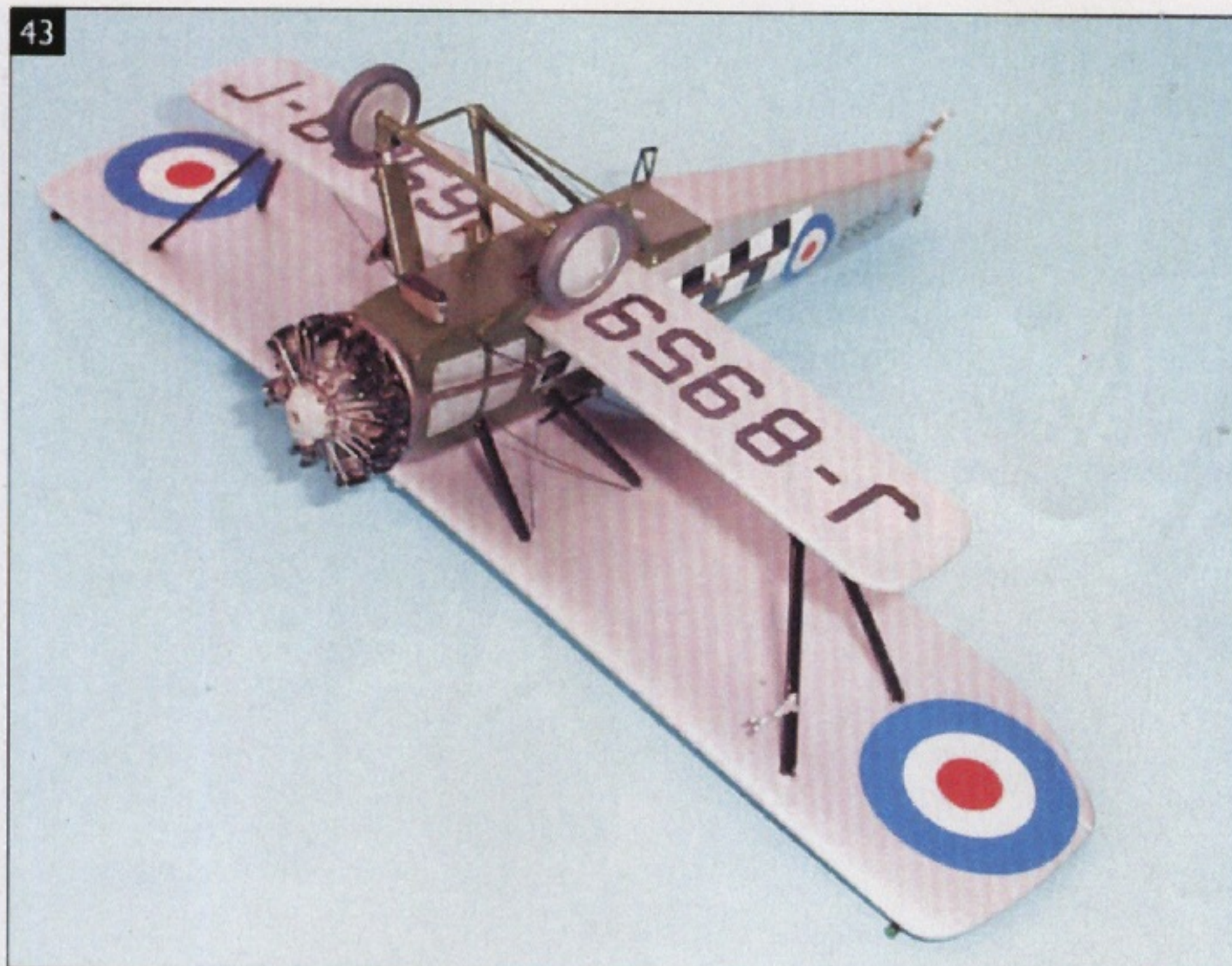
The upper wing and tail surfaces were also sprayed whilst the airbrush was out, with masking applied over the relevant areas of appliance white on the tail.

Decaling

I hadn't attempted to mask off the prominent inspection covers on the sides of the forward fuselage, as it would be simpler to cut them from silver decal sheet. Using the plan in the kit, I simply cut a couple of pieces to the correct width, laid them on the plan and cut them to the correct height and rounded off the corners, doing this once for the two sizes of panel needed on each side (Photo 28). When applied these fitted nicely, and are of a similar but slightly different tone to the silver-doped areas - just what I wanted.

The big task now was to create all those checkerboard markings, and fortunately I had in stock a selection of various solid colour sheets produced by the Fantasy Printshop. Selecting a black and a white sheet, I set to work. Referring to the 1/72nd scale Modeldecalsheet, I measured the sizes of the various checkerboards, and multiplied by 1.5 to give the equivalent measurements for 1/48th scale. These are 6mm squares on the top wing, 5mm on the fuselage sides, and 3mm on the tail surfaces. Instead of cutting lots of black and then lots of white squares, I cut the white areas





as single large oblong pieces, and applied them to the model (Photos 29 & 30). The tail surfaces were already prepared, as I had earlier sprayed them in Appliance White. Once dried, I then applied the required size of black squares to form the checkerboard (Photo 31). The black squares themselves were created by cutting a 6mm, 5mm and 3mm strip from the solid black decal sheet. Then cutting across the strips at 6, 5 or 3mm intervals gave me a set of squares. To assist, I cut strips of masking tape of 6, 5 and 3mm wide, and stuck them on my cutting mat, where I could align the relevant decal strip at right angles, and see where to cut to make a square. A few went wrong where I didn't quite cut in the right place, but it was of little importance as I made so many I only used the best ones. It isn't that difficult to do, but it is important to create a complete checkerboard in one go. Start at one end and I guarantee that you will not quite reach the other end at exactly the correct point! You will need to adjust all the black squares by tiny amounts, to get the spacing right.

On the tailplane I painted the rudder stripes first as they required masking, and any attempt to do this after putting the black checks on the fin would certainly have resulted in them being pulled up with the tape. Rudder stripes are supplied as decals on the kit sheet, but I never like using them as I find it impossible to get them to wrap around the trailing edge, and touching in with paint never seems to match. I find it far easier to just paint them in the first place. The serial numbers need to be considered, as they have white surrounds against the red and blue of the stripes. I used Aeroclub 4mm pre-war letters & numerals, not forgetting to mask the rudder stripes where the numbers would later need to be applied, and require a white outline (Photo 32).

The underwing serials looked like being a problem, until I realised that I could make up J8959 from the kit decals. There were no '5's with the kit

options, but all the others were there and I could make some '5's by hacking around some '9's and 'J's (Photo 33). Things were looking very good by now, there was just the question of bringing it all together! (Photos 34 - 36).

Engine & Ancillaries

The Jaguar engine is a lovely little casting packed with detail, and is the sort of thing that made the Aeroclub name in the early days. Careful cleaning up of the moulding flash with the tip of a scalpel is necessary, particularly between the cylinders. I painted the crankcase in a medium grey, but left the cylinders as they are, with a thinned wash of oily brown applied. The rocker covers are semi-gloss black, and I added pre-painted silver pushrods from stretched sprue. It is worth spending time on the engine, as it hangs uncowed out there on the front of the aircraft, and is the focus of attention. The propeller received a length of brass wire as a shaft, and was painted wood brown on the hub, with pale grey blades, and brass sheathing to the leading edges (Photo 37).

The Siskin is festooned with various bolted on 'extras' such as wind driven generators, fuel pump, oil cooler, gunsight etc, and all these were prepared and painted in semi-gloss black. I made my own small props for the generators from spare fret from an etched brass set. First by drilling a



small hole for the propshaft, then cutting either side of it to give a flat propeller. A bit of quick twisting between two pairs of tweezers induced the required pitch, and they were painted in a dark wood colour (Photo 38). Aeroclub do supply some tiny little cast white-metal propellers, but they looked like being very fiddly to remove from the casting sprues. To give the big generator on the lower wing a bit of added interest, I used a data plate from a set of Reheat instrument decals, applied to a piece of kitchen foil, and then on to the generator. I have no idea if this is strictly correct or not, but it certainly looks good.

Finally, the interplane struts were prepared and also received a coat of semi-gloss black. It is worth checking references, as strut colouring seems to have varied between squadrons in the way the dark green areas of the forward fuselage did.

Final Assembly

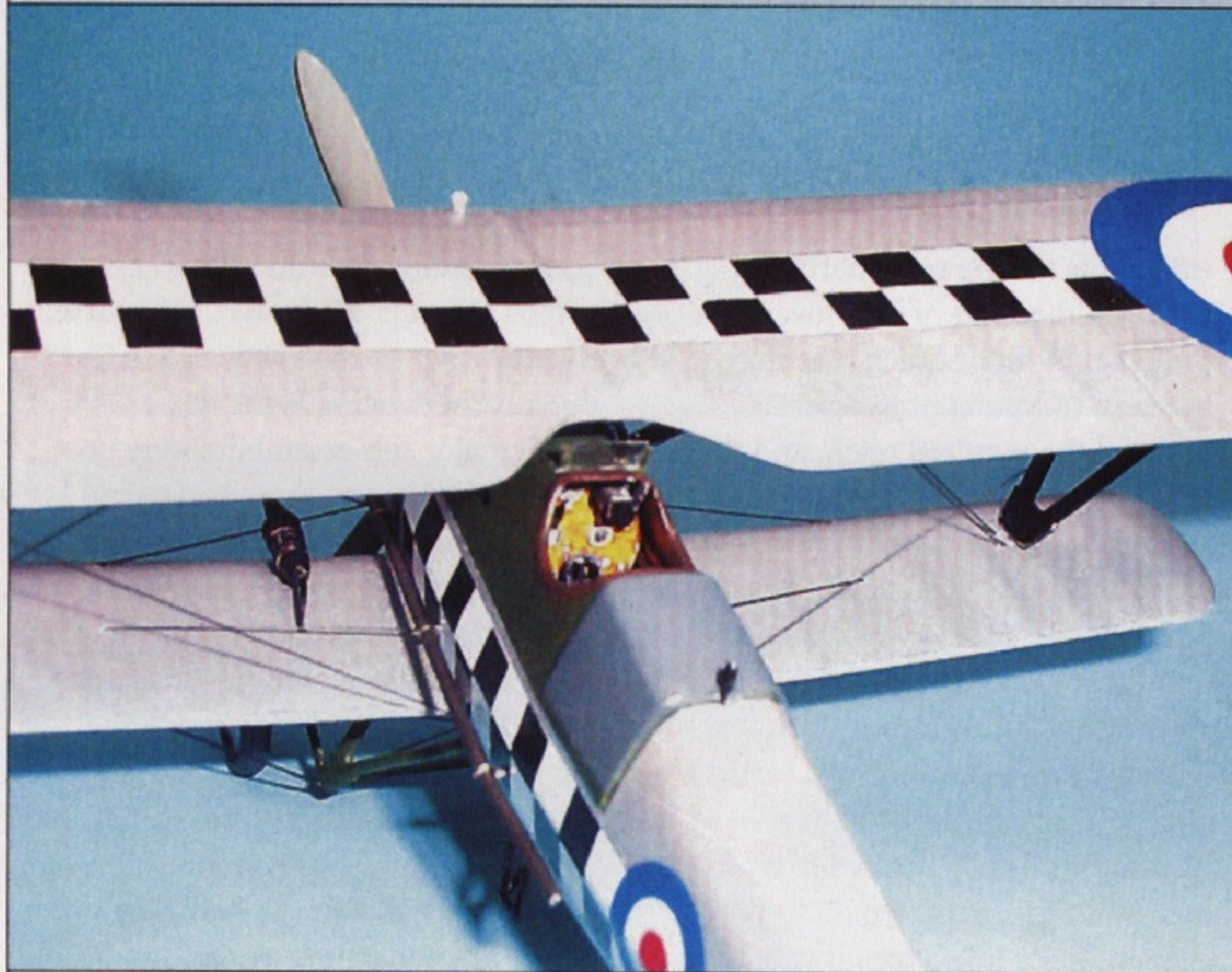
The engine fits fairly simply on to the extreme front, but care must be taken to ensure that it is square when viewed from the sides, above, and below. The long exhaust pipes down each side can then be fabricated from the supplied plastic tubing, and attached. I did this by drilling small holes on the reverse side of the pipes, and inserting short lengths of fuse wire. Then, holding the pipe up to the fuselage, I marked out where the

corresponding mounts should be drilled (Photos 39 & 40). Of course, the drawings in the Owen & Thetford book proved valuable for this.

All major sub-assemblies were now completed, so the crucial and nerve wracking task of fitting the top wing could begin (Photo 41). It was test fitted on the cabane struts, and viewed from as many angles as possible. The struts fitted into holes drilled in the wing, and any adjustments necessary were made to the top end of the struts using a file. Two spacers were cut from wood strip laid over the Aeroclub plan, and used to ensure that the correct gap was set between the upper and lower wings. They also help to ensure that each side is equal (Photo 42). Once a satisfactory fit was obtained, a drop of cyanoacrylate was put into each of the four strut holes in the wing, and the cabane struts placed into them. It is easier to see what you are doing if the aircraft is turned upside down for this operation. Check the alignment of everything, some small adjustments are still possible if you use one of the slower setting varieties of glue. The interplane struts lean outwards at quite an acute angle, and I found it helped to fit a small brass wire peg at the base of the 'V'. First a hole was drilled in the foot of the strut, then a length of wire with a blob of cyano was pushed into the hole. After a minute or so, the wire can be trimmed off quite short with a pair of side cutters, to leave a short length protruding (Photo 43). This fits into a similar hole drilled in the top of lower wing, and stops the strut slipping around. The top ends of the 'V' fit into shallow holes on the underside of the top wing. By using a cocktail stick to put a drop of cyano into each hole, it is simple to pop the interplane struts into place without any mess. If you instead put the cyanoacrylate on the ends of the strut, and then try to fit it, you run the risk of smearing the cyano on the paint finish.

The fin, rudder, and tailplane had previously been made up as a sub-assembly, and fully decalled. Study of





drawings and photographs showed that the tail assembly was fixed to the fuselage only at its leading and trailing edges, with daylight visible through the gap. As the extreme end of the fuselage sweeps sharply down under the tail, a small bracket was fabricated from spare 'runner' from an etched brass fret, to support the rear of the tailplane. There is a very obvious bell-crank assembly mid-way down the fuselage under the tail on each side, which connects to control horns on the elevator. These had earlier been fabricated from plasticard, and now a connecting rod from stretched sprue was fitted between them on each side.

In keeping with the way that extras seemed to be added on to the Siskin, the navigation lights stick out prominently. Using a fine 0.3mm microdrill, holes were drilled at each upper wing tip, and the trailing edge of the rudder, and a short length of stretched sprue cemented in. The bodies of the light units came from small rocket heads, blunted by a little sanding to reduce their sharpness. A .3mm hole enabled each to fit backwards on to the stretched sprue mounts, and once painted semi-gloss black the faces were silvered, and in the case of the wing mounted lights, given a touch of Tamiya clear red or green. Finally, a dab of Krystal Klear was applied by cocktail stick to form a lens on each one.

Rigging

All the attachment points for the rigging had been pre-drilled before painting began, in readiness for the stretched sprue wires. The stretching is best done over a candle flame, and I made several sets so that I could select those of a constant thinness. I used the thinnest that I thought I could, as when you look at real biplanes the rigging is there, but not that obvious. I mean it is not usually the thing that first catches your eye, but it is subtly noticeable. Having tried various colours in the past, I now prefer to use black sprue for stretching. You might think that silver would technically be more accurate, but I find that it looks wrong, being too light in colour. Very thin black helps with the suggestion that there is something there, but it doesn't look overpowering. In the final analysis it all comes down to personal preference, so each to his own!

The actual rigging process for a model like this doesn't take much more than an hour or two. I use a pair of mathematical dividers between where the two ends of the wire are to go, and add a couple of millimeters for luck. Holding it with a pair of broad tweezers quickly checks if it OK or not, and any trimming can be done. Because each end fits into a hole it normally gives a little 'play', so you don't need to get the length precisely right. Each end of

the wire is dipped into Krystal Klear, and then pushed into each hole.

(Photo 44). When finished it is possible that some wires might appear to sag. Heating a pin to red hot in a candle flame, and then holding it 5-10mm below the middle of the sagging wire can correct this. As if by magic it will suddenly sag more and then instantly 'snap' up nice and tight (Photo 45). If you accidentally melt it (I have!), it is easy enough to pull out and replace.

Conclusion

This was a hugely enjoyable project, and I really like the way it has turned out. That No.43 Squadron colour scheme is just stunning. There can hardly be any such smart and outrageously extrovert finish applied to regular military aircraft anywhere, from any era. This was not a one-off 'special', the whole squadron flew around looking like this! The aircraft itself is loaded with charm and character, and no wonder the inter-war period is referred to as the 'Golden Age of Aviation'.

You don't get state of the art quick-build models by choosing to build vac-forms, but you do get some great subjects and tremendous satisfaction. Aeroclub produce a neat little range of RAF single and two-seat aircraft from this period, and the Siskin completes my collection of them all, so I suppose I'll now have to start

building a second one of each! All of them are well thought out and supplied with a decent set of white-metal castings, with the Siskin being typical of the range. There is scope for the builder to add more detail as he sees fit, and you know that all the parts you are working with are going to fit and give an honest and accurate model at the end.

Like all vac-forms this one required some pre-planning and thought about how it should be worked on, and I made more work for myself by not going with one of the decal options supplied. The surface detail and quality of the mouldings is pretty good, and the castings are excellent, which all contributes to the very satisfying building experience. I am eternally grateful that Aeroclub has produced this range of inter-war biplanes, as almost certainly no mainstream manufacturer is going to produce the like of Siskins, Grebes and Gauntlets. All I want now is a D.H.9 and Westland Wapiti please Aeroclub! Miraculously, as I write this, the latest edition of Scale Aviation Modeller International lists both these as intended releases from Aeroclub in the coming year - who says prayers aren't answered?

John Stokes

References.

- On Silver Wings by Alec Lumsden and Owen Thetford. Osprey Aerospace. ISBN 1-85532-374-5
- Scale Models magazine, May 1971, Siskin IIIA by Harry Woodman

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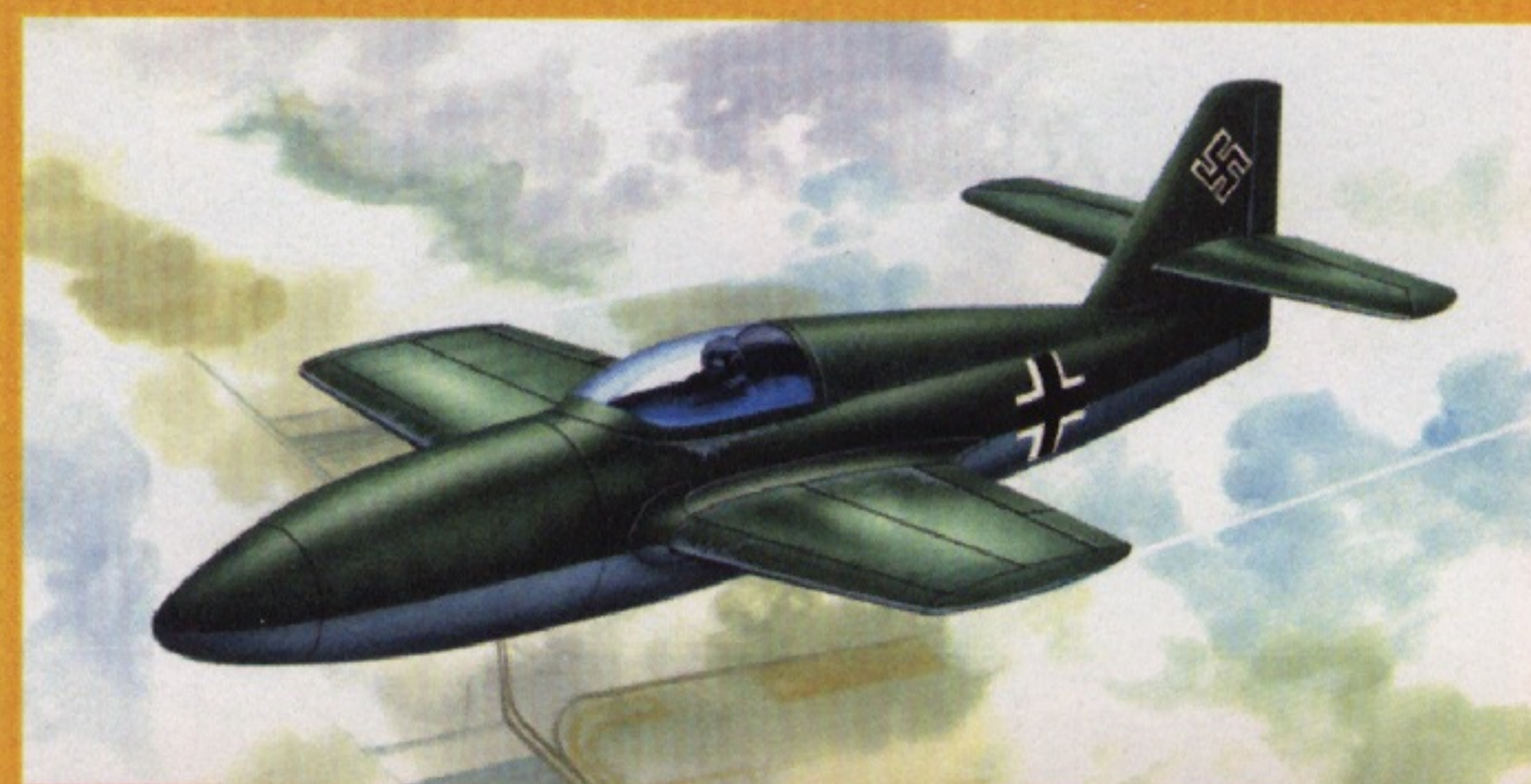
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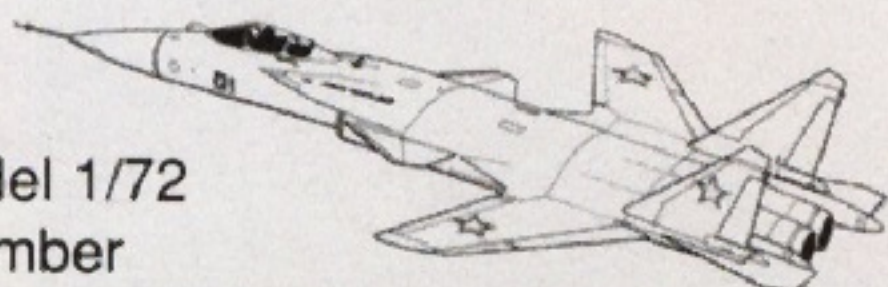
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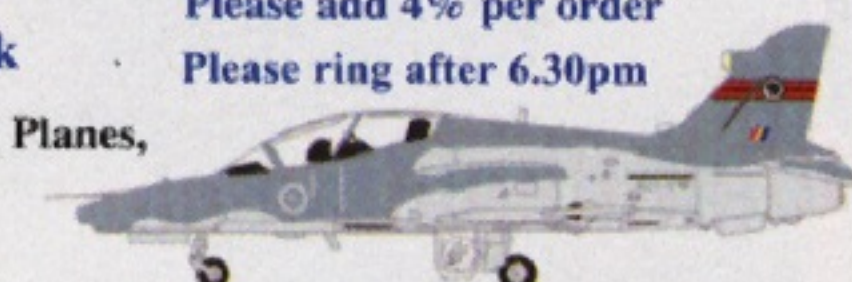
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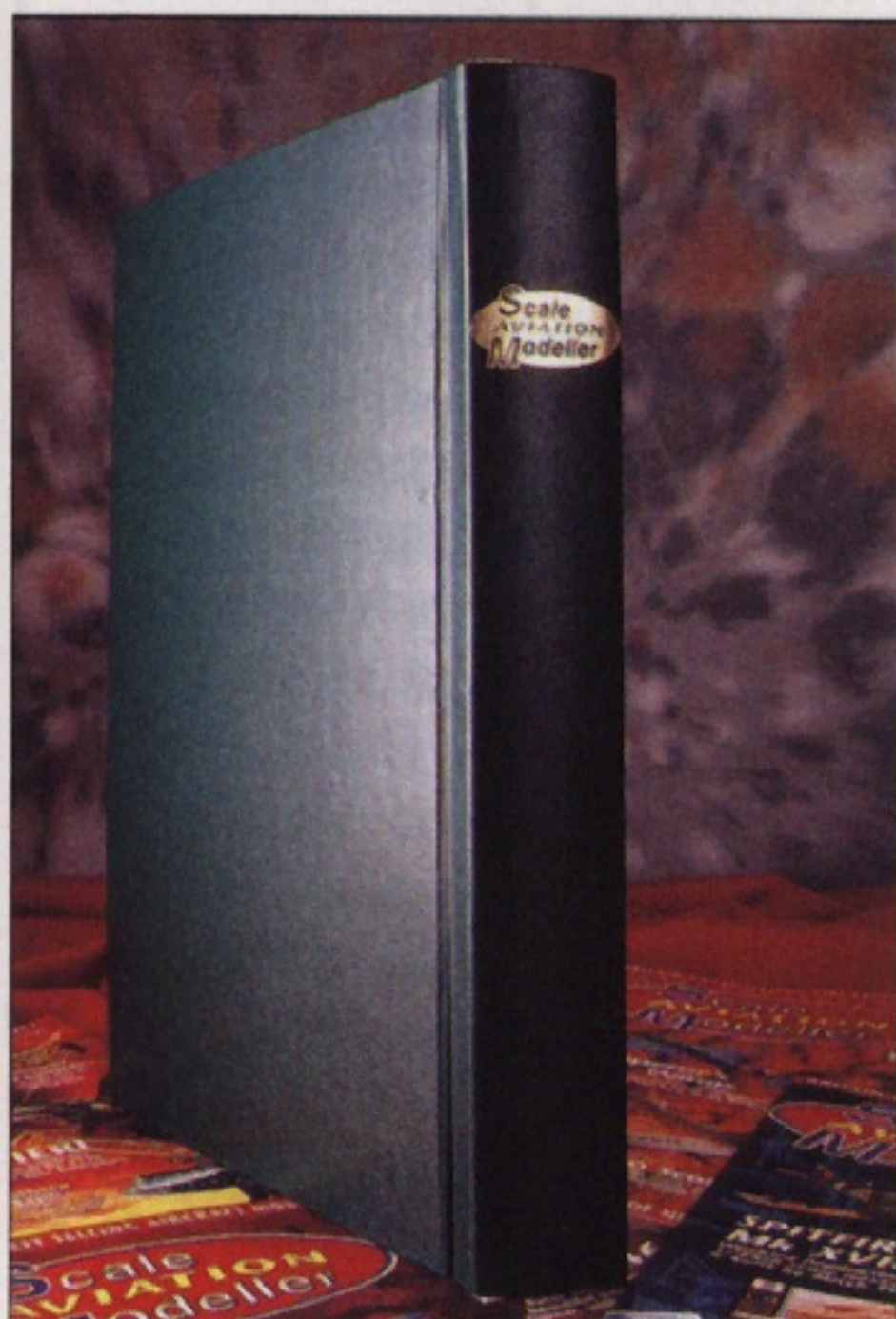
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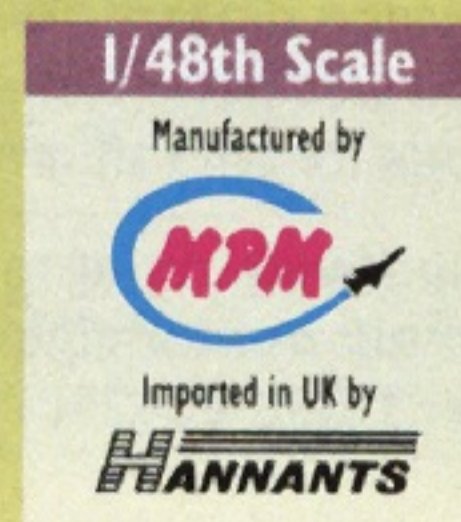
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Quick Build

MPM 1/48th Arado Ar 231

by Dai Williams



The Arado Ar 231 was developed in response to a requirement for a small floatplane to be carried by U-Boats. It was thought that such an aircraft would greatly extend the reconnaissance range of the submarines. The aircraft was to be assembled on the deck of the boat and lowered into the water using a folding crane. When aloft, targets could be identified while a considerable distance from the U-Boat. Once the attack had been made, the aircraft could be retrieved many miles from the scene of the action. The Arado design could be assembled in about six minutes, disassembly and stowage taking a similar time, the whole aircraft being stored in a tube some six and a half feet in diameter. The machine was unusual in that it had a sloping centre section resulting in the port wing being higher than the starboard wing. This design allowed the port wing to fold over the starboard wing saving space when in storage.

Trials of the aircraft were not entirely successful. Handling qualities

both in the air and on water left much to be desired and the machine could not get airborne if the wind exceeded 20 knots - probably a fairly common occurrence in the middle of the Atlantic. It was also felt that the amount of time taken to launch and recover the aircraft would have left the U-Boat vulnerable on the surface for too great a time.

Six prototypes were built but no series production of the aircraft was undertaken. The Focke-Achgelis Fa 330 rotor kite eventually provided a simpler and more practical aerial observation platform.

The Kit

The kit contains forty-seven parts in a side-opening box. There are thirty-seven light grey plastic parts for the main airframe and the multitude of struts. There are nine resin parts mainly for the interior. The instructions suggest that a resin spinner is included. While none was provided in my kit, a plastic spinner was present on one of the sprues. There are two vac-formed

windscreens (one of which is a spare for those 'awkward moments').

The multi-lingual instructions are presented on six sides of A5 paper. There is a brief history of the aircraft, a parts breakdown diagram, schematic assembly instructions and a colouring/markings diagram. Federal Standard colour references are quoted but no paint manufacturers references are provided. Markings are provided for two aircraft one coded KK+BP, the other being KK+BQ. Both are in overall RLM 63 Grey, unfortunately there is no opportunity for the application of elaborate colour schemes here. A photograph of the latter aircraft shows that at some point in its career it carried two large oval fairings on the horizontal stabiliser (presumably in an attempt to improve the flight characteristics). These are not included in the kit and will need to be supplied by the modeller if this option is chosen.

Assembly

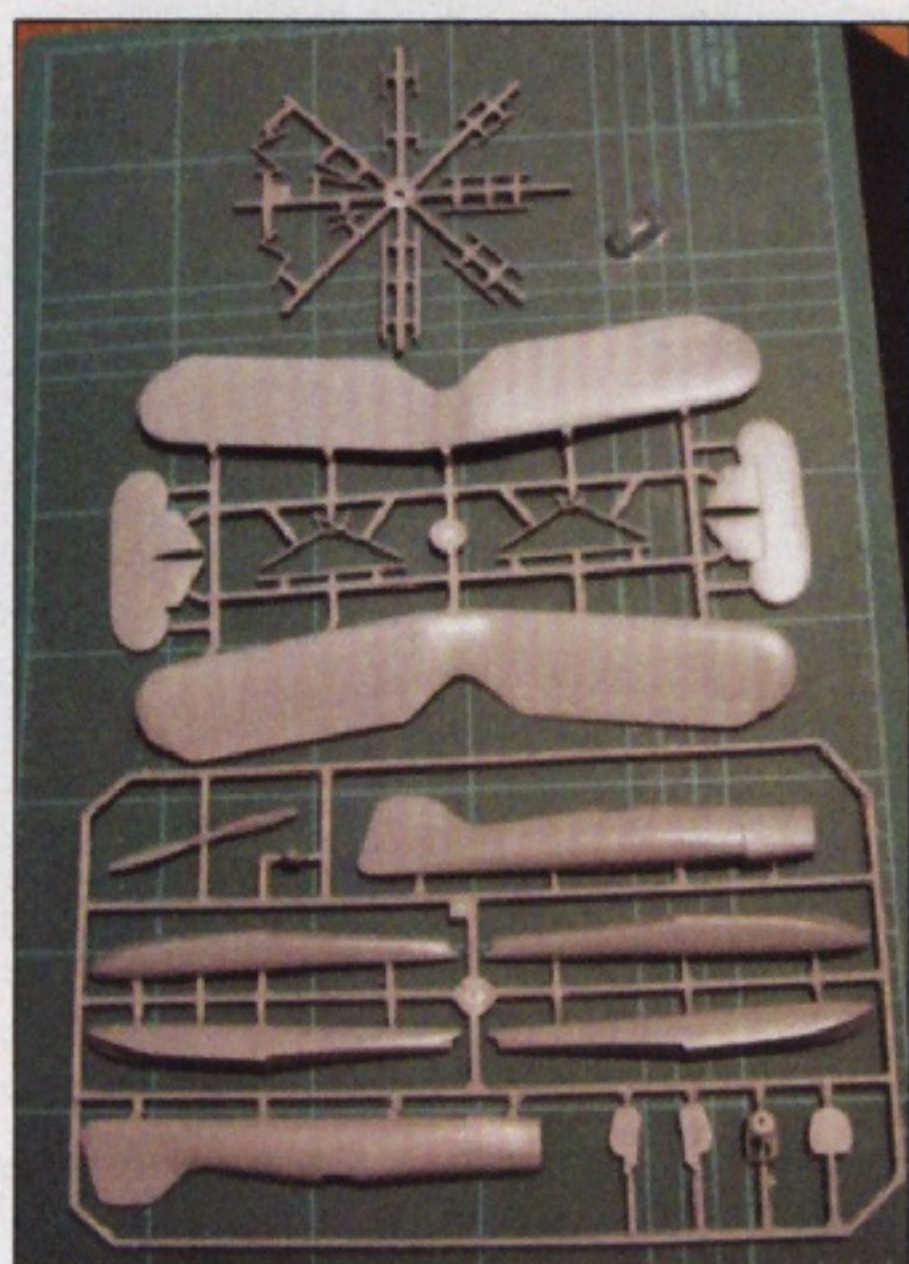
This aircraft does not appear to have been widely photographed and a

Arado Ar 231VI

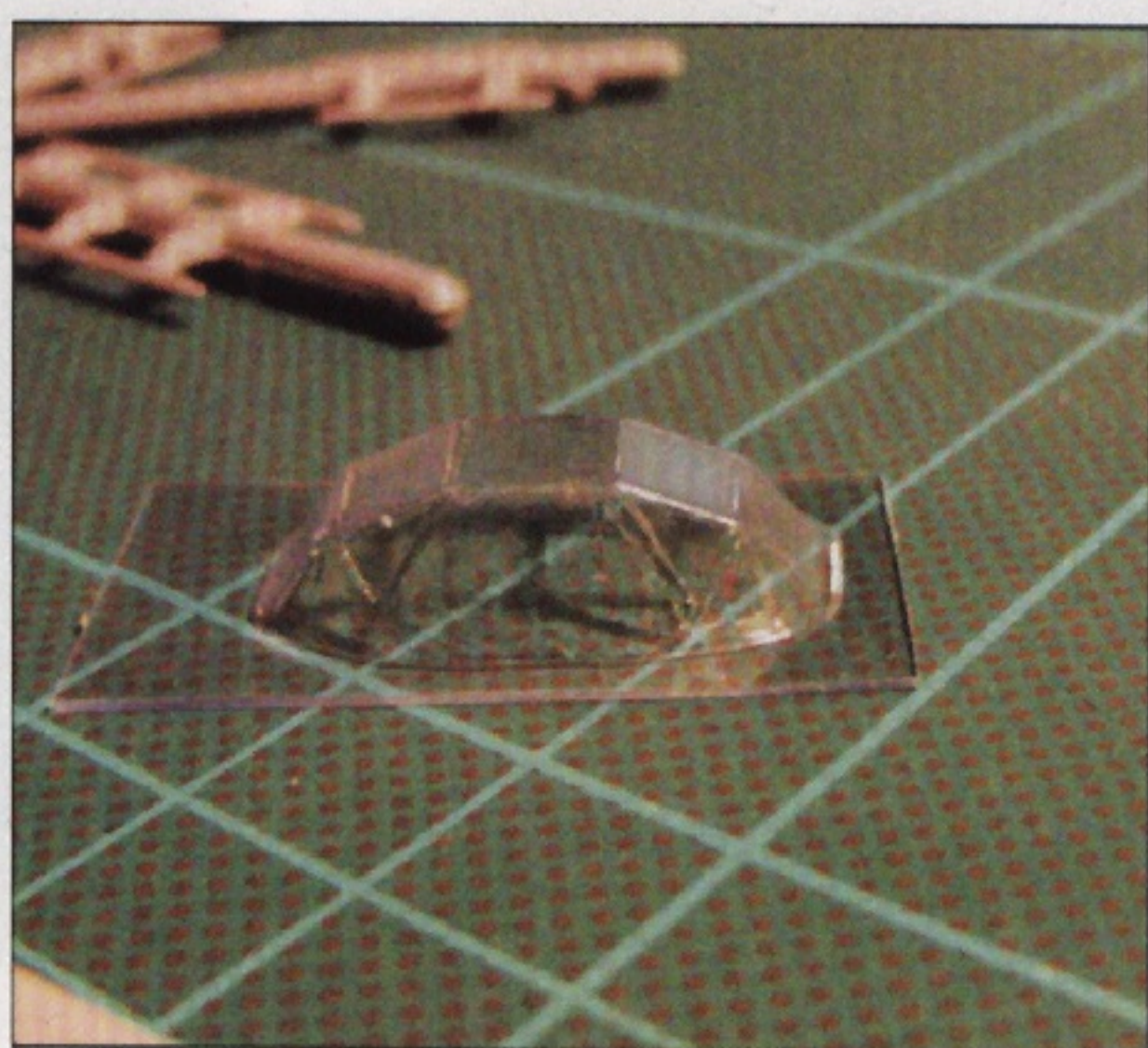
Scale: 1/48th
Kit No: 48047
Price: £13.85
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Parts: Plastic 36, Resin 10, Clear 2
Decal Options: 3
Manufacturer: MPM Ltd
UK Importer: Hannants

trawl through the available internet sites yielded few photos. I was therefore working rather blindly when it came to extra detailing. However the box top painting has obviously been done with some care by someone who has probably got access to better reference material than mine and/or who has put a lot of thought into how an aircraft like this would have been put together. I referred quite heavily to this during the construction.

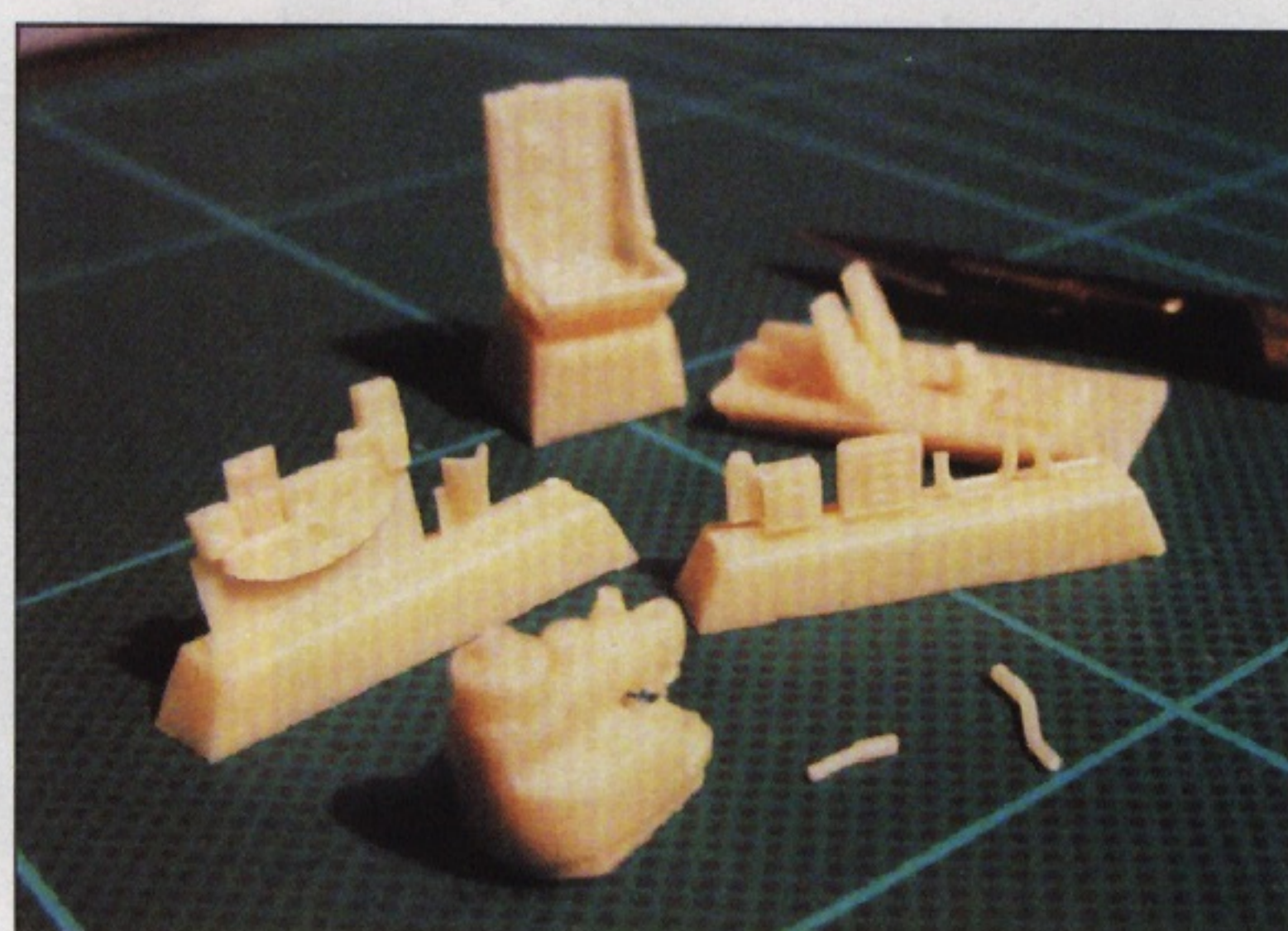
The plastic parts have a rather limited-run appearance. The plastic mouldings are quite thick. This is not a problem in most areas but it means that the plastic around the cockpit needs some treatment. This area has to be thinned considerably to avoid the appearance of metal several inches



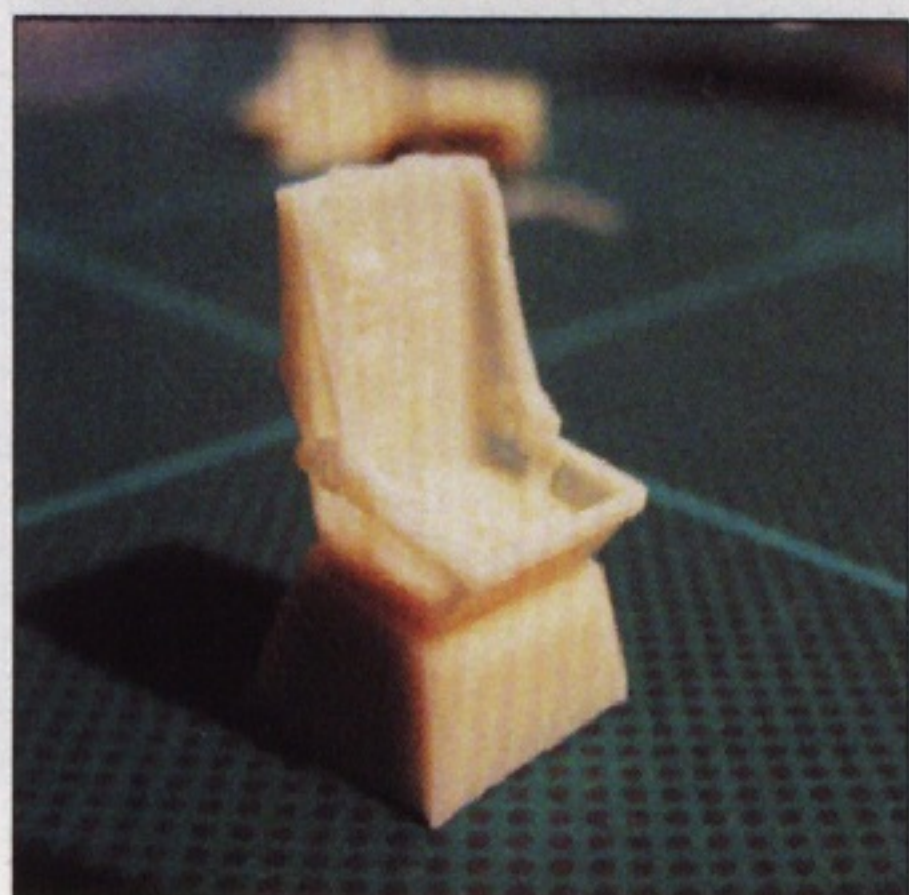
1. The plastic parts from the kit



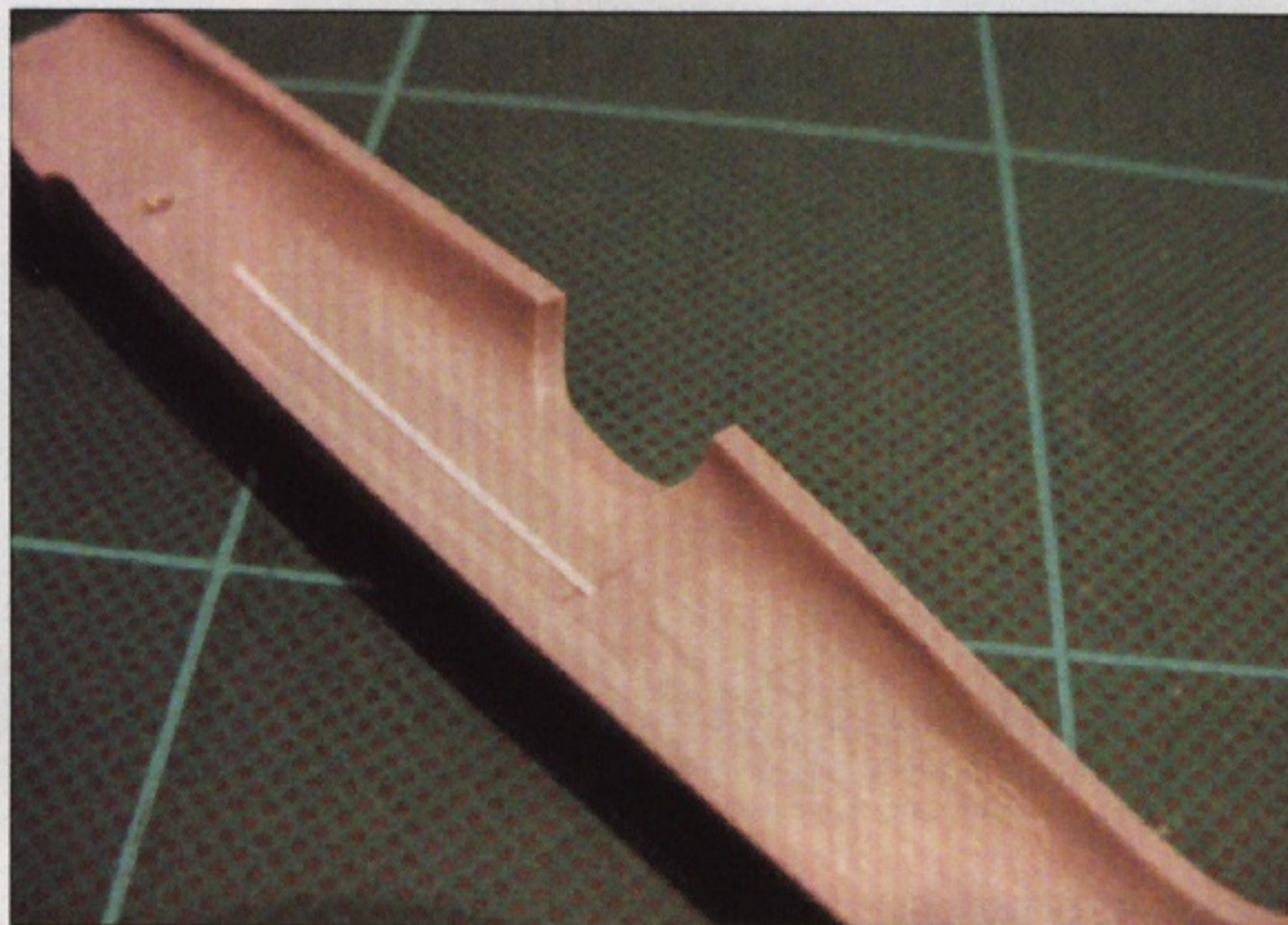
2. Two small vac-formed canopies are supplied



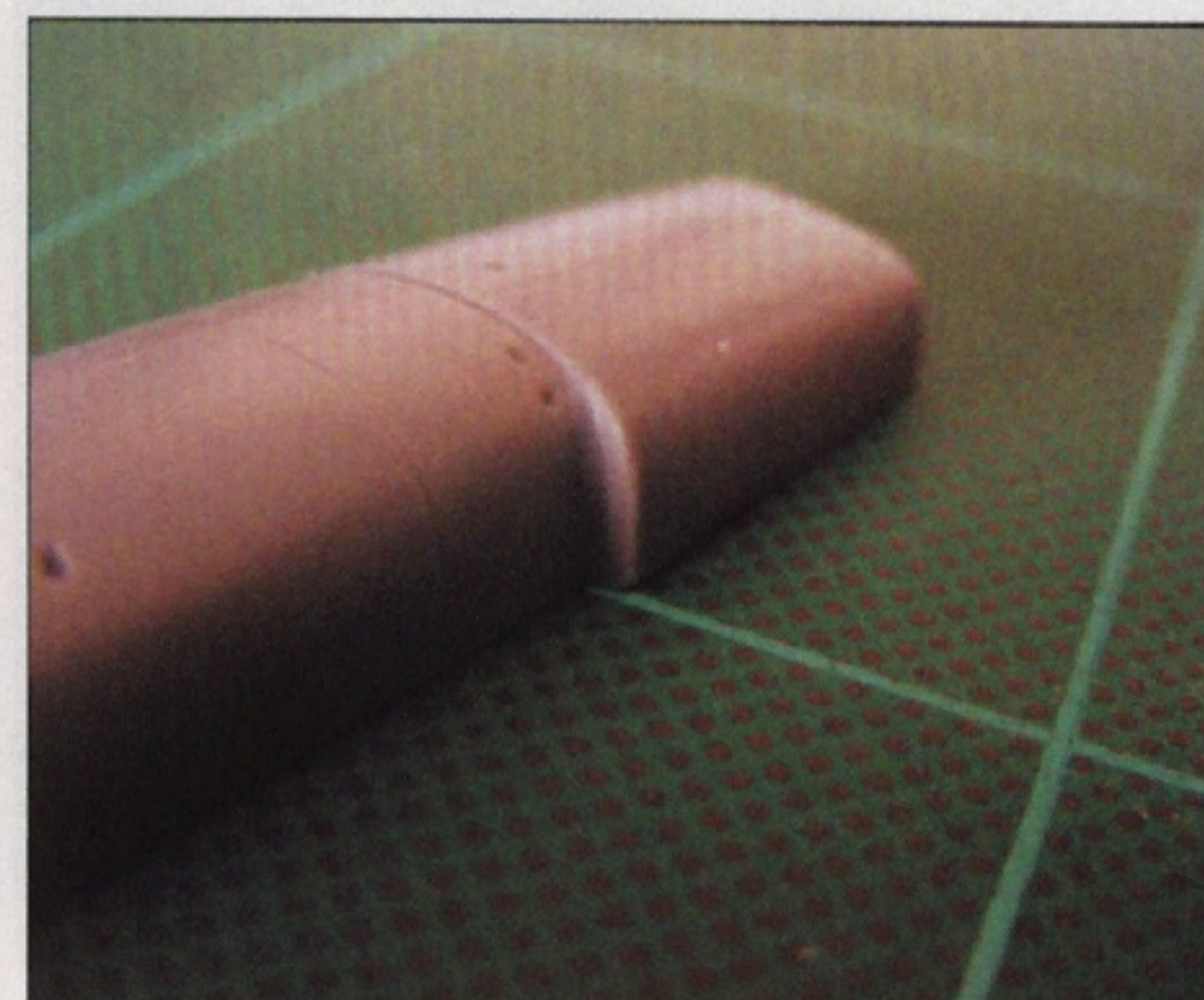
3. The resin parts



4. The resin seat is very delicate and almost wafer thin in places. This however needed to be replaced



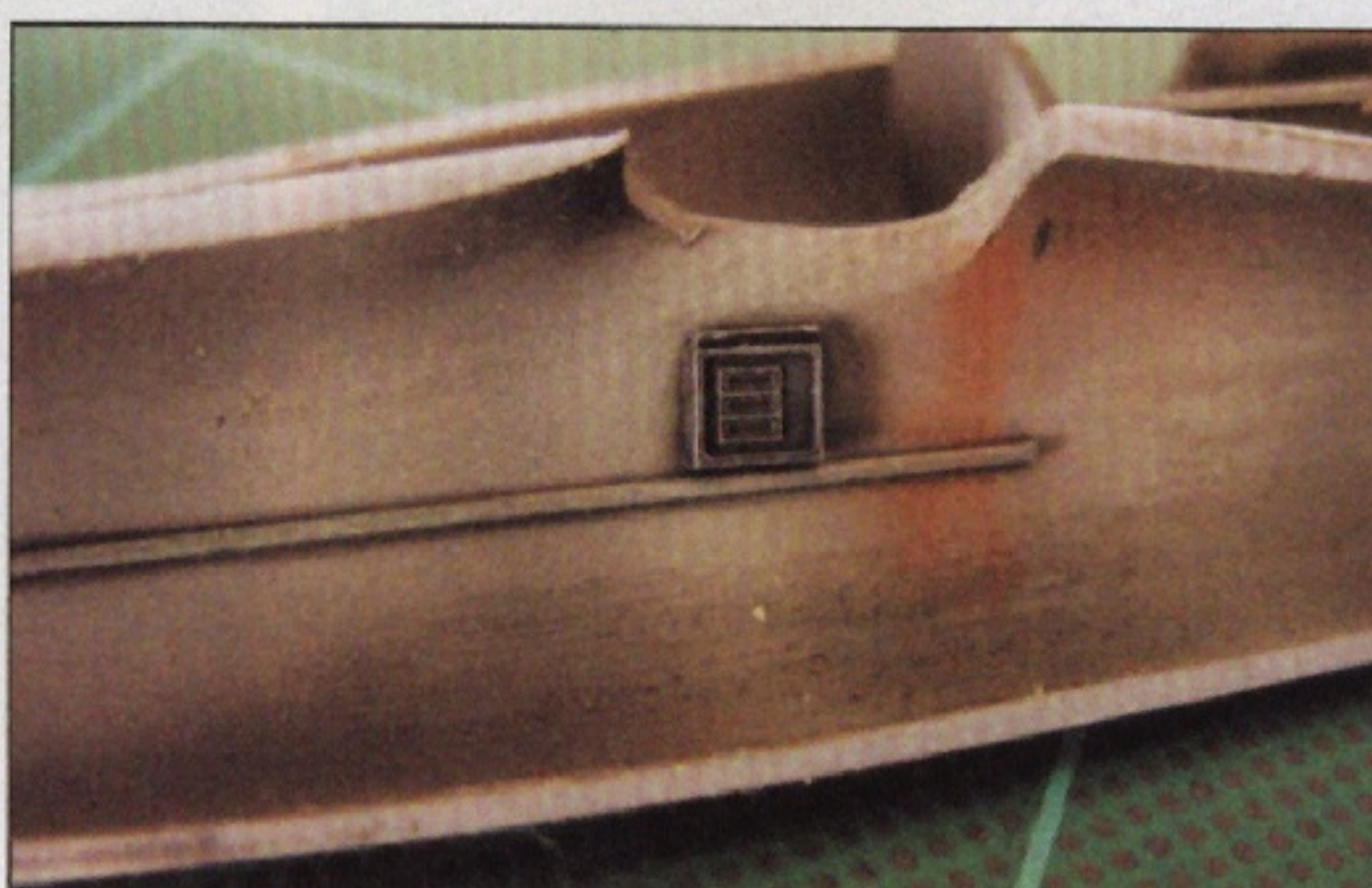
5. The thickness of the plastic around the cockpit area is evident here



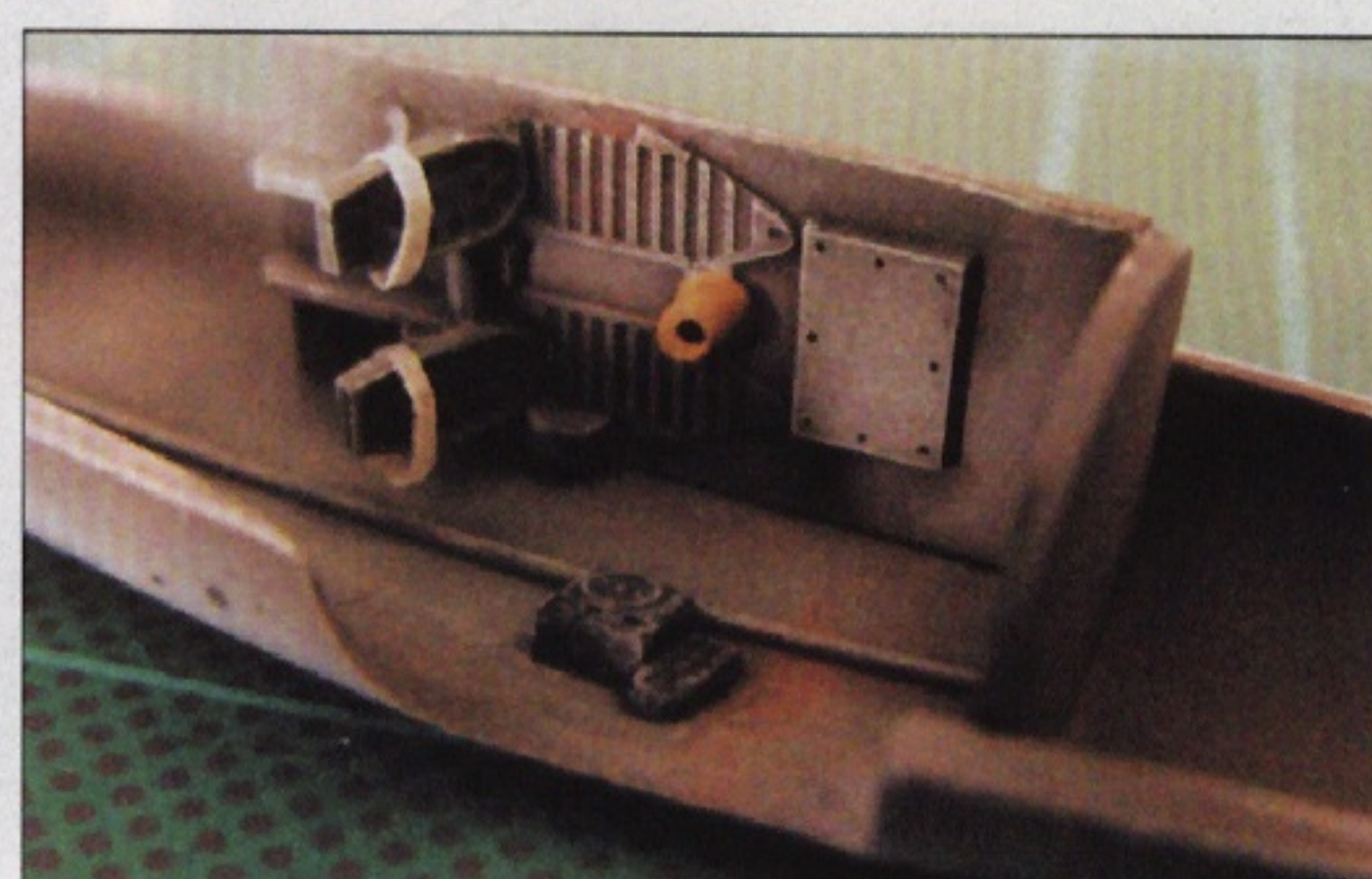
6. The area behind the engine cowling needs to be opened up, best done when the fuselage halves are joined for a consistent appearance



7. The resin engine has been painted, washed and drybrushed



8. The right hand side of the cockpit - the area where the instrument panel is about to go has been thinned



9. The left hand side of the cockpit with the floor attached. Foot straps have been added to the pedals from masking tape

thick around the opening.

Trial fitting of the resin cockpit floor and the rear bulkhead showed that the resin seat was too big, protruding through the cockpit opening above the level of the fuselage. It also fouled the fairing for the control column. This is unfortunate as it is very well cast. This apparent bad fit may have been due to my ineptitude when fitting these parts together rather than a problem with the kit. However in my defence, there are no positive location points for any of the parts. I replaced the seat with a smaller etched brass item from a Reheat set. Some plastic rod was applied to the fuselage walls to give the impression of internal structure. I have little idea of what this internal structure should have looked like and my interior is probably over simplified. I simply followed the external panel lines when placing the pieces of rod. The cockpit was sprayed with Humbrol Matt 67 enamel, a very dark grey. Patches of light grey acrylic were applied over the top as a light overspray. This gives an overall colour

somewhere between the two which is an approximation to the RLM 66 used for the inside. Use of acrylic over enamel means that the second colour can be applied on top of the dark grey as soon as it is dry to the touch without waiting for a couple of days for it to cure. If two enamel coats are used in this way, without waiting for the first one to cure, one seems to blend into the other giving a single overall colour - not the effect that I was after here.

Depth to the interior was provided with a wash of black oil paint. My preferred solvent for oil washes is now lighter fuel which dries very quickly and there is little risk of the sticky residue that can sometimes be found with white spirit or turpentine.

Drybrushing was done with light grey enamel, though there is not really that much detail to bring out here. The resin control boxes on the sides of the fuselage and the main instrument panel were matt black highlighted with grey. The instrument dials were highlighted with gloss varnish.

The engine was painted with Humbrol Gunmetal and washed with black oil paint before being drybrushed with aluminium. This was then installed in the fuselage. The lower part of the engine is visible through openings in the separate front plate. These were blanked off from the rear with masking tape before the plate was attached to the fuselage. I thought that it would be easier to pick the pieces of tape out with pointed tweezers after painting was complete rather than trying to mask the openings after the front plate was installed.

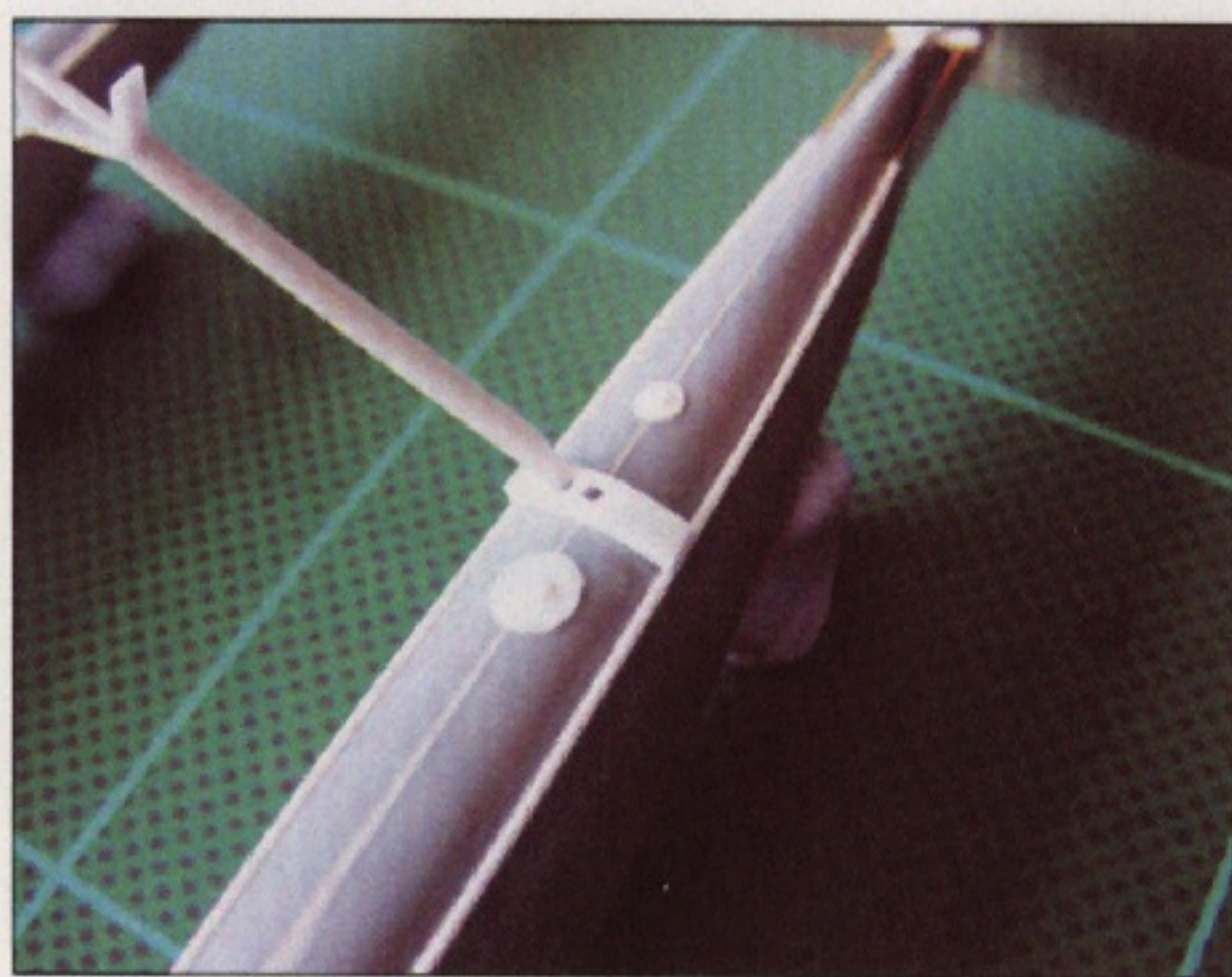
The fuselage halves were joined and, despite there being no locating pins provided, the fit was not too bad. There is what appears to be an external strengthening strip moulded into the fuselage. This was lost when the underside of the fuselage was filled and cleaned up. The whole thing was therefore sanded off and replaced with a piece of 10 thou strip which gave a much sharper and neater appearance. With the fuselage joints cleaned up, the tailplane was fitted.

This moulding looks decidedly heavy but fits fairly well, though a little filler was required on the underside.

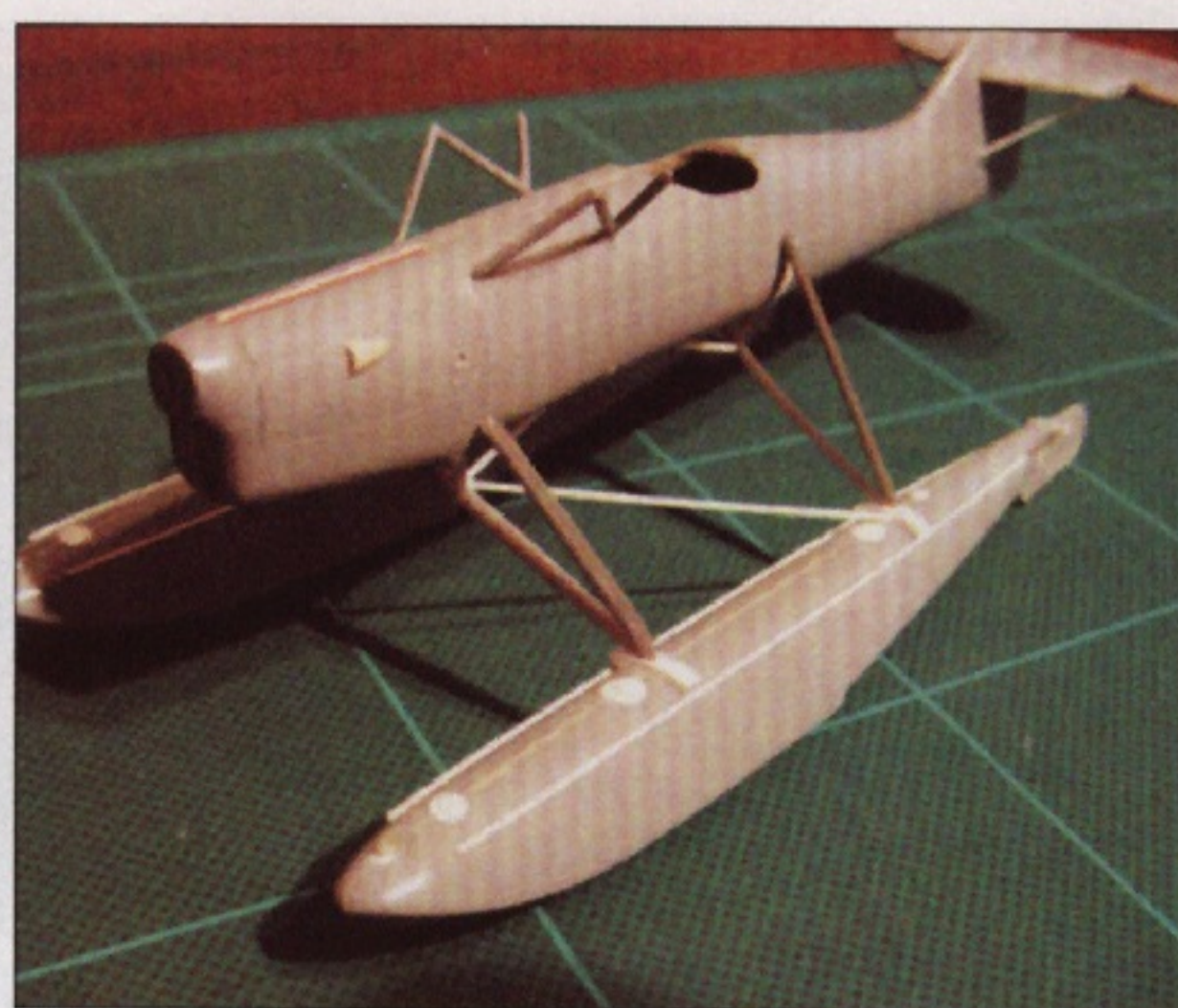
The panel line detail on this kit is quite restrained and I thought that this might have made it difficult to apply washes later on. I therefore increased their depth in a few areas by gently running an Olfa P Cutter along the moulded panel lines.

There is a rather soft looking step behind the engine cover on the underside of the fuselage which does not look as if it should be there at all. Once the fuselage halves were joined I opened out this area with a series of small drilled holes and then cut out and scraped the remaining plastic with a scalpel to give the appearance of an opening. I had no close-up photos of this area but this alteration seemed appropriate.

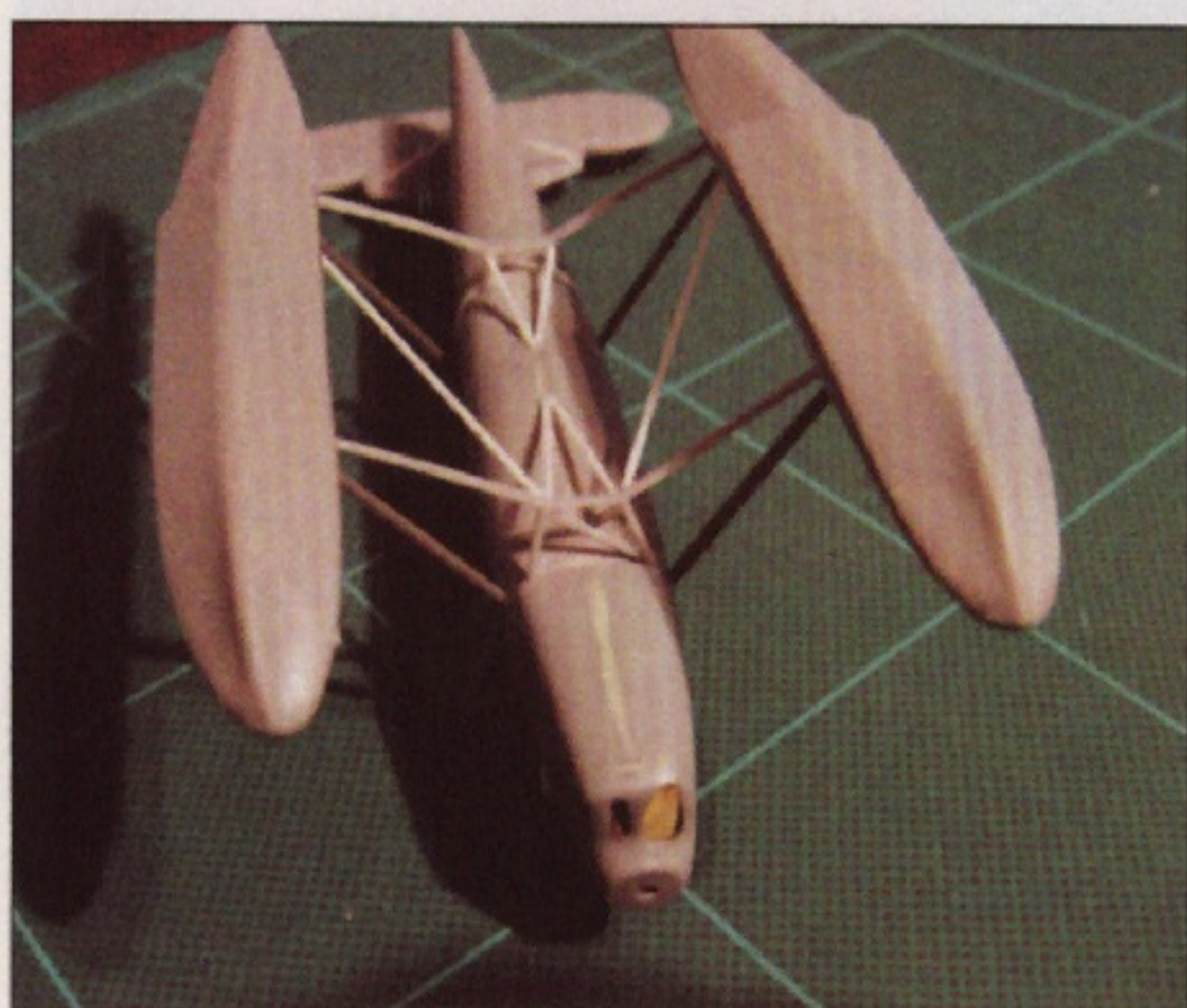
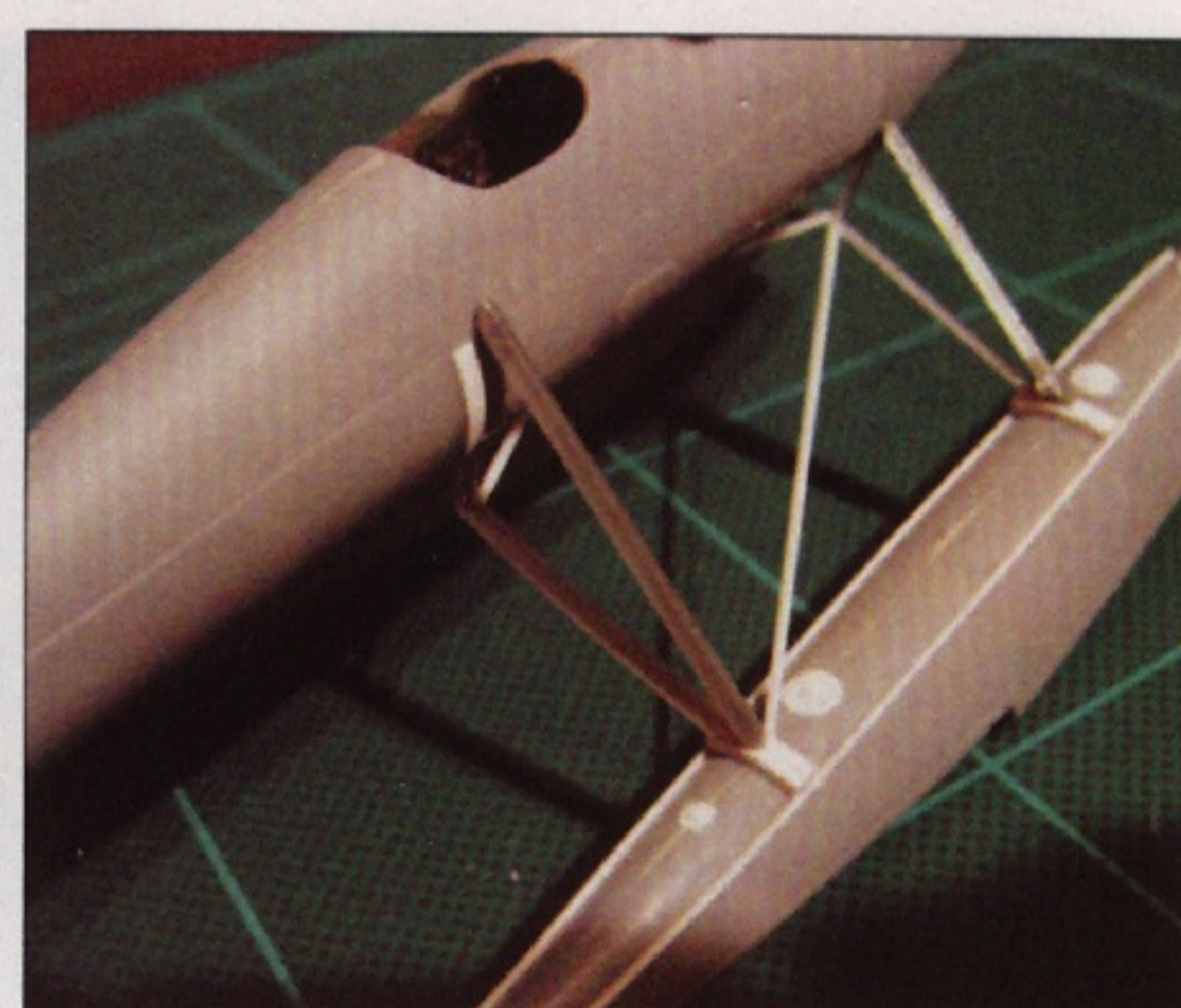
There is an opening at the rear of each engine cover which was represented by a small indentation in the kit. Comparison with the one available photo where this was visible suggested that this was a little too low down on the cover so it was filled and



19. Small holes have been drilled to accept the struts - the one visible here being for the strut connecting the float to the middle of the fuselage



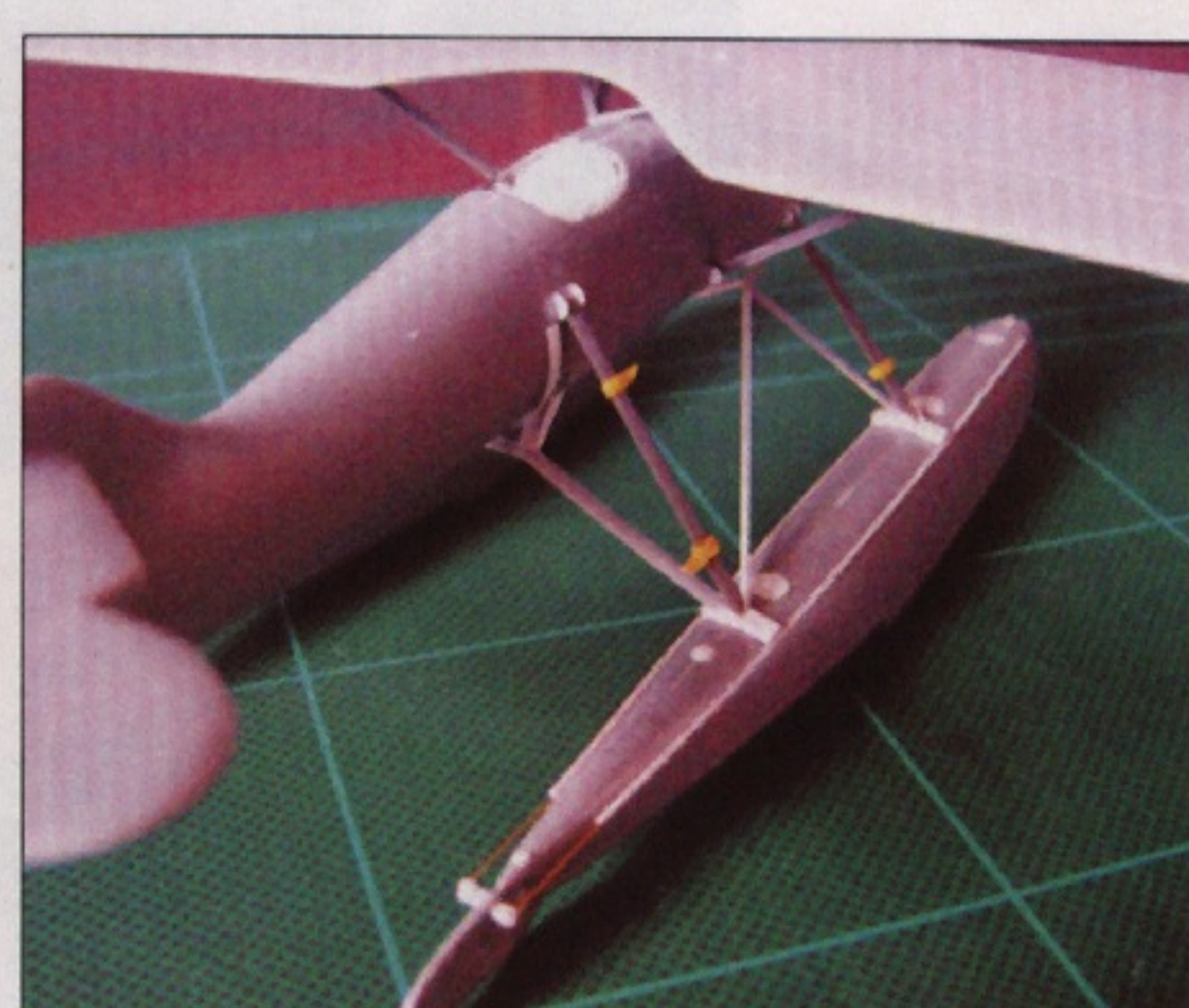
20 & 21. The remaining struts have been added to the floats



22. The underside of the model



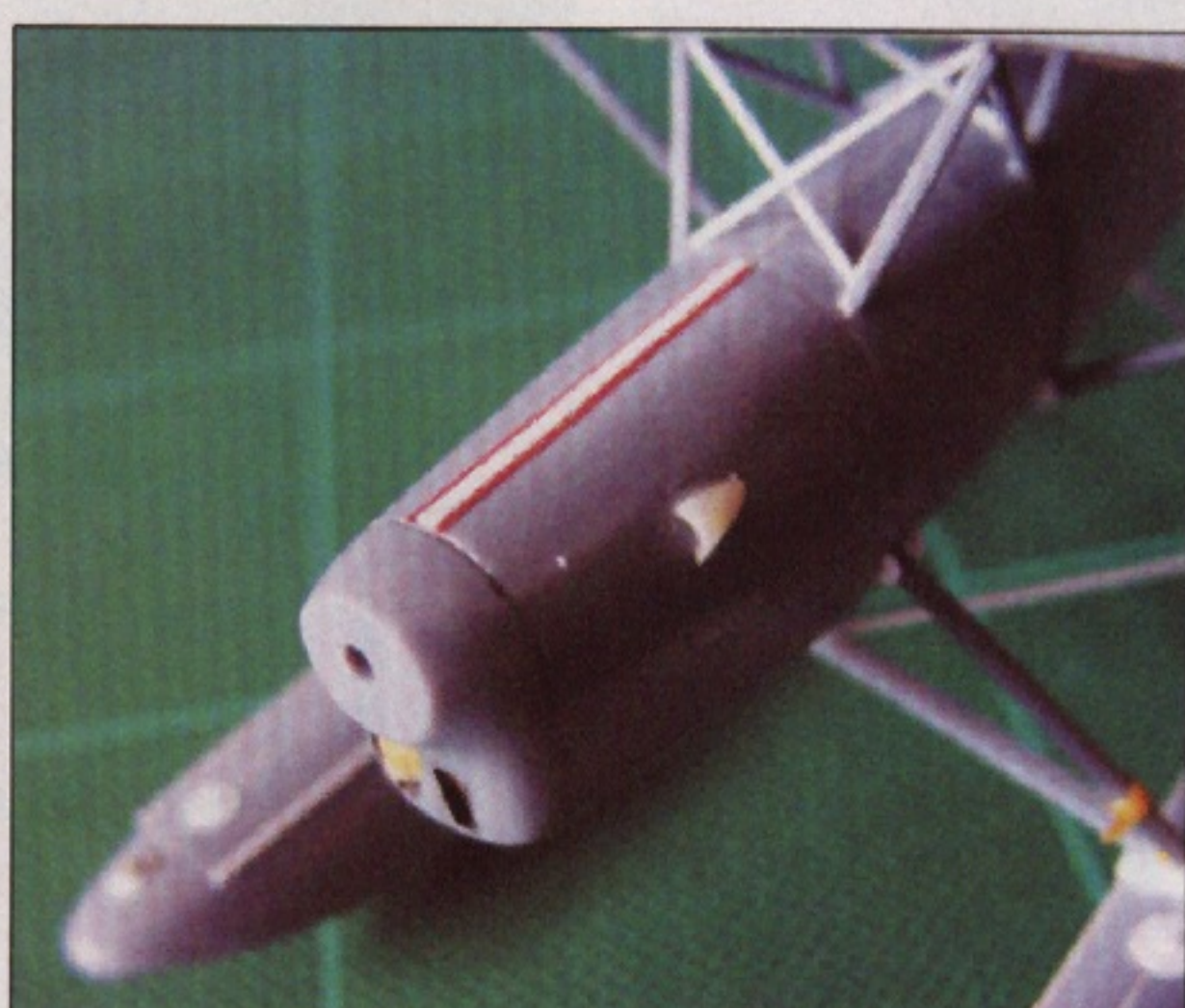
23. My attempts at representing strut attachment points



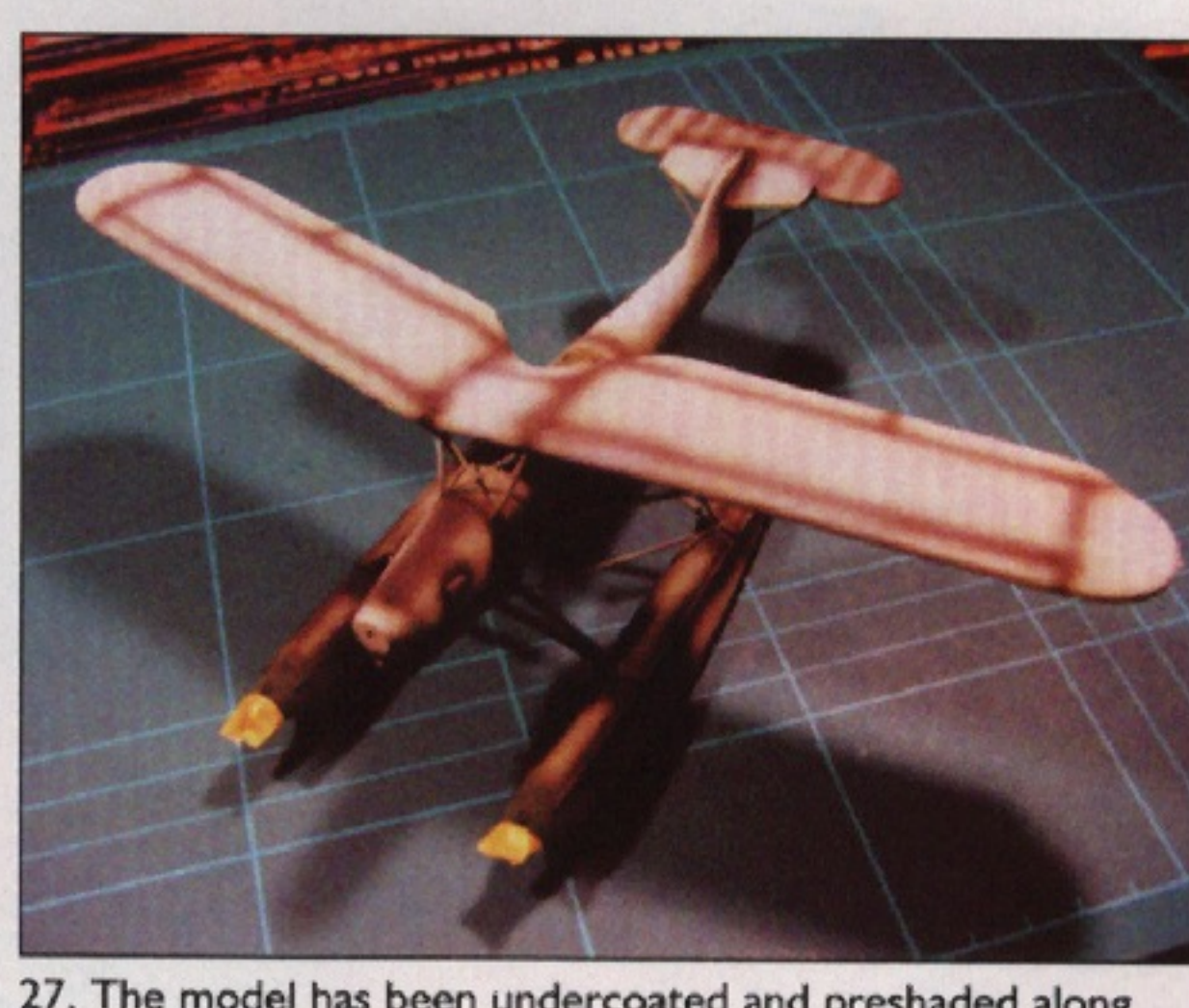
24. The top wing has been added



25. Tape wrapped around the struts and cut to shape represents steps



26. Extra struts have been added to the centre section and the hinge line for the engine panels is visible



27. The model has been undercoated and preshaded along the panel lines. Though unfortunately not particularly clear in this photo, the lightening of the centres of the panels can just about be seen

seems to dissolve the adhesive on the tape and my home-made steps fell apart when I applied too much glue.

Smaller details added included a lifting/towing handle on the underside of the rear fuselage from brass rod and some plastic rod added to holes drilled into the wingtips for identification lights.

Colour Scheme

I usually apply Halfords car body primer to my models before painting. This provides a solid overall colour which highlights any dubious joints, incomplete filling and sanding and any general imperfections. It can be sanded with very fine grade wet and dry paper to provide a very smooth finish for later transfer application. However there is a disadvantage to this paint in that it is applied from a spray can and there is little opportunity for finesse with its application. It dries very quickly and I have experienced problems when the paint dries before it actually gets to the model. This is sometimes noticeable around wing roots where I

assume that currents of air in the angle between the wing and the fuselage keep the paint airborne long enough for it to dry. This leads to a rough sandpaper-like finish in these areas which is difficult, if not impossible, to sand out. Fearing this would happen on the complex assembled airframe of the Arado, I primed the model with acrylic paint using an airbrushed application of Tamiya acrylic Japanese Naval Grey to give a fairly bland neutral undercoat. This does not provide such a good undercoat as the Halford's primer. It does not adhere to the plastic as well and you cannot sand and polish it in the same way.

There is not a lot of choice with the colour scheme here. We are dealing with a prototype aircraft that was not used operationally; colourful unit and theatre markings are therefore not appropriate. Given that I had no option other than overall RLM 63 grey, I needed to make the final scheme look interesting. I usually rely on preshading to give a little depth to the paint work on my models.

Unfortunately this aircraft was blessed with few panel lines over which this could be applied. I therefore decided to add some very light grey to the centres of the panels as well as the usual black along the panel lines.

There are RLM 70 green tips to the floats and this was applied using AeroMaster acrylic (from my now rapidly diminishing stocks). The RLM 63 was sprayed using Xtracolor enamel. This paint gives a gloss surface and therefore a much reduced risk of silvering transfer film when compared to matt finishes (even those with a gloss varnish applied over them). I would have preferred to use matt acrylic paint overall, as I find it dries much faster and it is generally easier to deal with than gloss enamel. I then normally apply a clear gloss to this when dry. However there is a lot of transfer carrier film around the fuselage codes and I did not think that I should risk any silvering with such a large and obvious image, so the Xtracolor paint was used instead.

I sprayed the paint in three or four separate sessions, a day or so apart, to

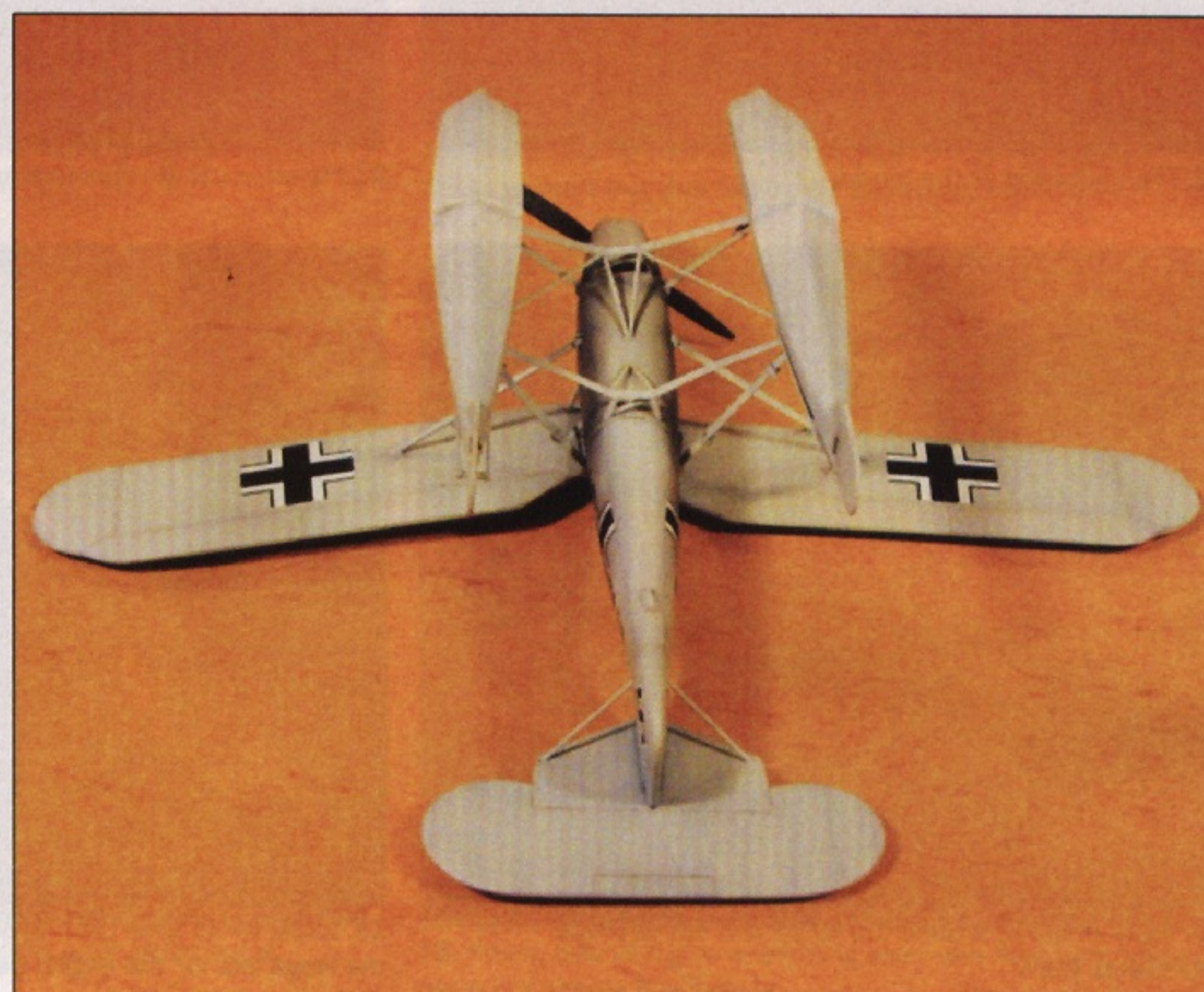
build up the colour over the preshading. I would have preferred to apply the colour all in one go in order to get a consistent finish. However once one surface has been painted, the slow drying time of this gloss paint means that the model cannot be turned over so that the spraying session can continue. With careful handling I was able to cover most of the airframe in each spraying session, the undersides of the floats having to be done separately when the rest was finished. The longer paint stays tacky the more risk there is of getting dust settling on it so the model was kept in a big Tupperware box while drying and curing, all of the sandwiches having been removed first.

I then applied a couple of thin coats of Humbrol Gloss Cote as a basis for transfer application.

The kit transfers are very good indeed. They are very thin and while they were applied over a single transfer friendly colour, their colour density seems to be excellent. I did not need to use any setting/softening solutions here and they settled down



28. The model painted and varnished with the transfers added - the oil wash has yet to be applied



into the panel lines all on their own with no prompting from me. They are fragile so I would not recommend the use of setting solutions here unless you really have to. The only word of caution with the transfers is that the fuselage crosses and codes are presented as one large image. As the transfers are so thin, it would be easy to damage this. I therefore cut each transfer into three pieces and applied them separately using lots of water to slide them into place. As I had cleaned off and replaced all the detail on the tops of the floats, the marking strips provided in the kit were no longer long enough so I replaced these with strips cut from black transfer film.

After a couple of days the paint and transfers were sealed and protected with Johnsons Klear and a wash of Raw Umber (a medium brown) oil was applied carefully to the panel lines. This was thinned considerably with lighter fuel to give dirty thinner rather than thin paint. I would not advise the use of black here as this may be too dark leading to the finished model looking like a

three-view drawing but it is just a personal preference.

The model was then given a light coat of satin varnish.

Final Assembly And Detailing

The seat and control column were added through the cockpit opening. I used etched brass seat belts from the Reheat range and attached the shoulder straps hanging outside the cockpit for a little added interest.

The vac-formed windscreen was added last. I treated this in the same way as I would treat an injection moulded canopy. The whole of the back side was masked as were the clear panels on the front. The screen was then sprayed with dark grey enamel followed by RLM 63. The dark grey acts as an undercoat and also gives the impression of RLM 66 framing on the rear.

Conclusion

I enjoyed building this kit and the stepped wing makes the model look odd and therefore a little different. Some research and a few

contemporary photographs could provide interesting ideas for those inclined towards diorama building. I think that this is a kit that is crying out for some etched brass. The whole concept behind this machine was that it could be put together and taken apart very quickly. The fixings and fastenings associated with the struts would have been a major feature of the aircraft and really need to be replicated in this scale. Perhaps Eduard will come to the rescue in the future with such an etched set.

The alterations that I have made are pretty speculative in some areas but they made sense to me. Those with better reference material may find a different approach appropriate. Many will find this a perfectly acceptable and enjoyable project built straight out of the box. I would not recommend this kit to the total beginner as the profusion of struts and the attendant problems getting everything lined up may prove difficult. The lack of positive attachment points for any of the parts (notably the big structural areas such

as the floats) may also prove to be a challenge for the inexperienced.

My thanks go to MPM for producing a kit of an interesting and unusual aircraft. They may have taken a commercial risk producing a kit such as this, as the Arado Ar 231 is probably a type which is not known to many and may be of limited general interest. They and other limited-run manufacturers who produce things that are decidedly out of the ordinary are therefore to be commended for providing us with something different. While some may think that the kit is a little harder to put together than the usual mainstream offerings from other manufacturers we will have to bear in mind that it is highly unlikely that anyone else would think this subject a viable commercial proposition.

Dai Williams



Win a pair of Ultimate Wimpeys!

Scale Aviation Modeller International, CMK and MPM in the Czech Republic have joined forces to bring you the rare chance to win one of two superb kits of the Vickers Wellington Mk Ic. With this prize you also get four high quality detail sets from CMK to help you build the ultimate Wellington in 1/72 scale – engines, interior, bomb bay and control surfaces; you get the lot!

This quality package would normally set you back in excess of £60.00, but you could get them for free simply by entering our prize draw today. You'll have to be quick. Entries close on July 31st. Just answer this simple question:

Q 'Who was responsible for the geodetic design of the Wellington airframe?'

and send us your name and address on a postcard or sealed envelope to:

**Ultimate Wellington Competition, SAM Publications
Media House, 21 Kingsway, Bedford MK42 9BJ**

Alternatively you can fax your entry on +44 (0)8707 333744 or email us
(title your email 'Ultimate Wellington') to mail@sampublications.com

Competition Rules

Employees/volunteers working for SAM Publications, MPM, CMK and associated companies or their families are not permitted to enter. The first 2 entries drawn will win. Entries are limited to one per person/household. No correspondence will be entered into. The judges' decision is final. Winners names will be published in a future edition of Scale Aviation Modeller. All entries must reach Sam Publications by 31st July 2003, when the prize draw will take place.



book of the month

The Horten Ho 9/Ho 229 Technical History

by David Myhra

Price: £49.95

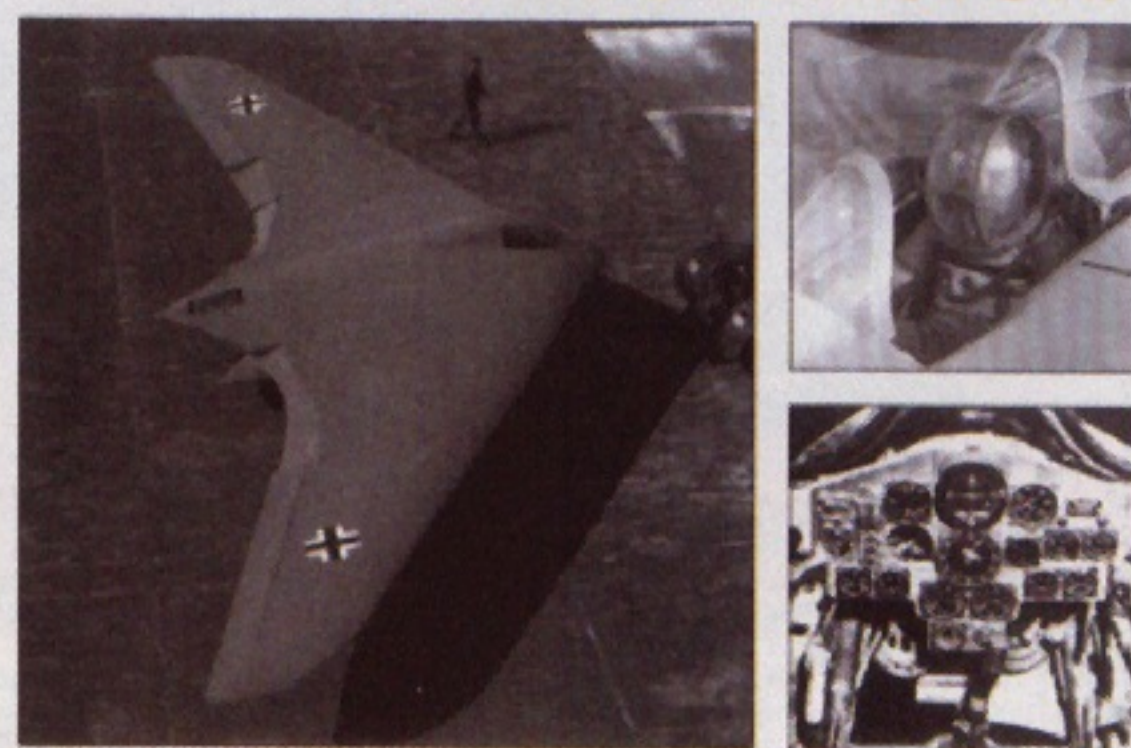
ISBN: 0-7643-1667-2

Publisher: Schiffer Publishing Ltd

Format: 290mmx204mm, 280 page, hardback cover with separate dust jacket

Now, if like me you are someone who likes Luftwaffe aircraft, especially if they are a little 'unusual', the Ho 9 (or Gotha Go 229) is one of those types that you have just got to love! This new title from Schiffer offers everything you will ever want to know from a technical standpoint on this design. The author has already produced one title on the subject for Schiffer and this new one is a yet further analysis of it. Basically the narrative text takes the form of interviews with key figures in the type's development and testing, followed by blow-by-blow coverage of every aspect of the type's construction. The interviews form the first seven chapters and give you a great insight into the thoughts behind the design. The chapters that deal with the construction of the Ho 9 also form a historical element, as they look at the problems experienced with the design due to the non-arrival of the intended powerplants etc. The Ho 9 V1 actually flew as a glider, and all of this is covered in chapters 12 through 15. The detail here is impressive, charting every flight, every accident and

The Horten Ho 9/Ho 229 TECHNICAL HISTORY



David Myhra

A SCHIFFER MILITARY HISTORY BOOK

even what happened to the airframe post-war. Chapters 16 through to 35 deal with each aspect of construction, starting with the centre section and moving through to even the proposed armament and radio equipment!

You cannot fault this book for both

presentation and the sheer volume of information it offers. All this comes at a price, but if you are a Luftwaffe modeller you really do need this title in your collection.

Our thanks to Bushwood Books for the review sample.

Horten Ho 9/Ho 229

Chapter 08

Non-Piston Engines Considered/Evaluated/Rejected As Potential Power Plants For The Horten All-Wing Twin Engine Fighter/Bomber Project

Comment

Walter Horten's design plan was to construct a twin-engine all-wing fighter that would be superior to the Messerschmitt Bf 109. He flew in Germany's young fighter force. He had accomplished seven kills when all Technical Officers were instructed to take on a combat role over England and the English Channel. A twin-engine all-wing had occupied the Horten brothers' thinking for a long time. They had built several piston-powered all-wings beginning with their single-engine Horten Ho 7 and the twin-engine Horten Ho 9. The Ho 9, and Horten Ho 10, with the completion of their Horten Ho 5 versions, they became aware of the several uses of the all-wing piston-powered engine (gas turbine). This discovery came after Walter joined the inspection of Eighteen Command Bases in Spring, 1941. By July 1941, Walter had received three performance documents on the BMW 801 D2 from Hitler. The issue of potential non-piston engine engines was re-estimated after the Horten brothers witnessed Alexander Lepich's live public demonstration of his Heinkel He 178 V1 rocket-driven DF 3.194 (Messerschmitt Me 163). About this time Walter Horten learned of Dr. Ing. Hermann Oberth's (1900-1977) turbine work at BMW. He later met with Dr. Oberth's numerous times regarding the fitting of two gas turbines within the wing of one of Reimar's all-wing designs.

In applying non-piston engines to one of their all-wing designs, Reimar Horten had at first considered using one of Dr. Ing. Paul Schmidt's Argus As 104 pulse jet engines. In discussions with Dr. Schmidt, Reimar suggested that one or two pulse jets be attached to one of their twin piston-powered Horten Ho 5's. Dr. Schmidt cautioned Reimar regarding the use of a Horten Ho 5. It was his opinion that the Ho 5 would be suitable for a pulse jet engine because the surface in the Horten Ho 5 was covered only by low horsepower piston engines. Might it be better to use the large twin piston-engine Horten Ho 7 as a test bed to determine its flying characteristics with non-piston engines for later Reimar agreed.

In the next issue, the Horten Ho 7 would be fitted with one or more non-piston engines in addition to its two Argus As 104 piston engines. Later, having second thoughts regarding the placement of Argus As 104 pulse jets on their Horten Ho 7, the Schmidt sought to discourage the Horten brothers from considering his Argus As 104 pulse jet engine. Reimar Horten had discussions with Heinkel's Walter, too, regarding the use of his Heinkel He 178 V1 rocket-driven DF 3.194. The Horten were intrigued by this engine with its highly variable speeds and short flight duration. Heinkel's Walter has discouraged them from a fighter aircraft except for the possible role as a thrust augmentation. Also Reimar was not about duplicating what Lepich had already accomplished.



A pen and ink drawing of the Horten Ho 7 in flight. Initially the Horten brothers considered experimenting with non-piston engines for their proposed 'fighter' by fitting one or more Schmidt Argus As 104 pulse jets to their piston-powered Horten Ho 7.

The next discussions for using a non-piston aerodynamic was with Dr. Hermann Oberth of BMW in the Summer of 1941. Reimar told Oberth how he wanted to place BMW turbines on his one of their all-wings. Ideally, Reimar wanted to place them within the wing itself with air ducts back to the turbine. The thrust would exit out through the aircraft's trailing edge. Only one aircraft designer in Germany had ever attempted to bury a turbine inside the aircraft's fuselage and that was Ernst Heinkel with his Heinkel He 178. The experimental aircraft flew but barely. Oberth stated that the long short work with the Heinkel He 178 of thrust thereby contributing immensely to its poor performance. This was only a small part of the problem. Ernst Heinkel and his capable design team of the best in Germany, failed by giving the Heinkel He 178 a very high wing loading since it was to be powered by a non-conventional aerodynamic. Alexander Lepich knew this based on his own research with rocket-powered subplanes. That non-piston powered aircraft needed a low wing loading at that time. He could not tell him that but Ernst Heinkel did not want to let Lepich's volunteer the information. It would be a long time before turbines would be mounted inside the fuselage again and not until the Horten did it on their Horten Ho 9. Reimar, Dr. Oberth, suggested that the Horten brothers follow the arrangement preferred by BMW's Messerschmitt. For example, he was attaching two turbines to the Messerschmitt Me 262 project and one under each wing right out in the open. At this time we had yet planned on placing a turbine out above the fuselage or even above the wing itself. Dr. Oberth suggested that Reimar bury two turbines beneath the

210

bookshelf

Lavochkin's Piston-engined Fighters

by Yefim Gordon

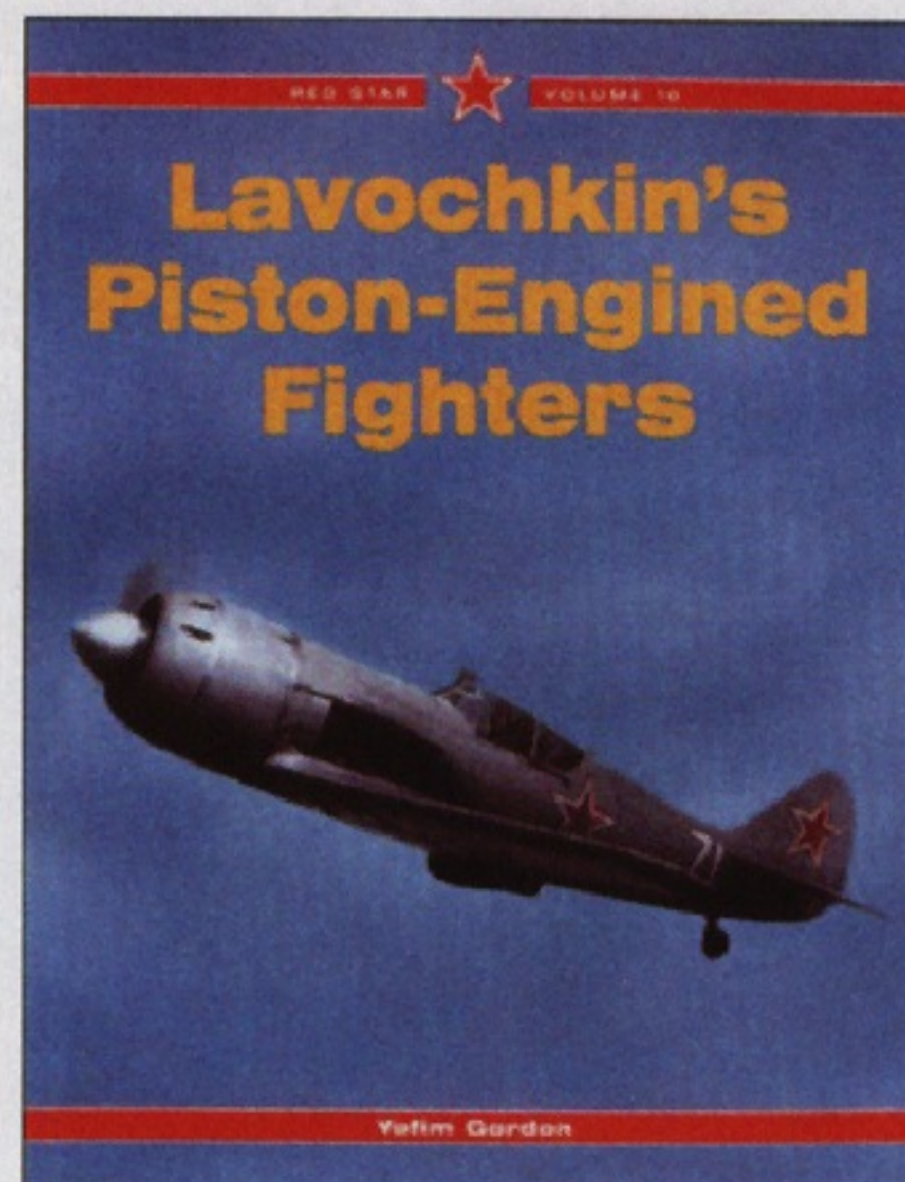
Price: £19.99 (\$32.95)

ISBN: 1-85780-151-2

Publisher: Midland Publishing

Format: 215mmx280mm, 144 page, laminated card cover

This is the latest addition to Midland's own book series and it deals with all of the piston-engined designs from Lavochkin. This means that it covers from the LaGG-3 to the La-11. The narrative charts the development and service use of each design and this is coupled with masses of period photographs, diagrams and sketches. The narrative starts with LaGG-3 which was the combined work of Semyon A. Lavochkin, Vladimir O. Gorbunov and Mikhail I. Goodkov - hence the LaGG designation. In the historical coverage of this type developments of the design like the LaGG-3-37, the Gorbunov G-43, LaGG-3UTI and I-105 are also



covered, as well as service outside of the USSR by Finland. Next to be covered is the LaGG-3 M-82, which became the La-5 and again the in-depth coverage of this type includes lots of photos and detailed information on the sub-variants (La-5 Type 37, 39 & La-5FN etc). The third

chapter deals with the La-7, which was the last Lavochkin fighter to see service in WWII. Once again the coverage includes lots of period photographs and details of development and prototype sub-variants. The fourth chapter deals with prototype and development airframes from the '120' fighter through to the '164'. The fifth chapter tackles the last Lavochkin piston-engine fighter, the La-9 and La-11. This starts with coverage of the '130' and '130R' development airframes on which the type was based, but goes on to chart the development and service life of the series, as well as looking at development and prototype airframes. The final sections of this title include full specifications for all the types covered, three-view drawings of the LaGG-3, La-5FN and La-7, side profiles of the '138', La-9, La-9 UTI and La-11, nine pages of colour side profiles (five per page) and four pages of colour photographs of preserved

examples of Lavochkin fighters from around the world.

This is a 'must' title for anyone with an interest in Russian fighters in general or the Lavochkin designs specifically.

Our thanks to Midland Publishing for the review sample.



Patton's Eyes in the Sky

by Tom Ivie

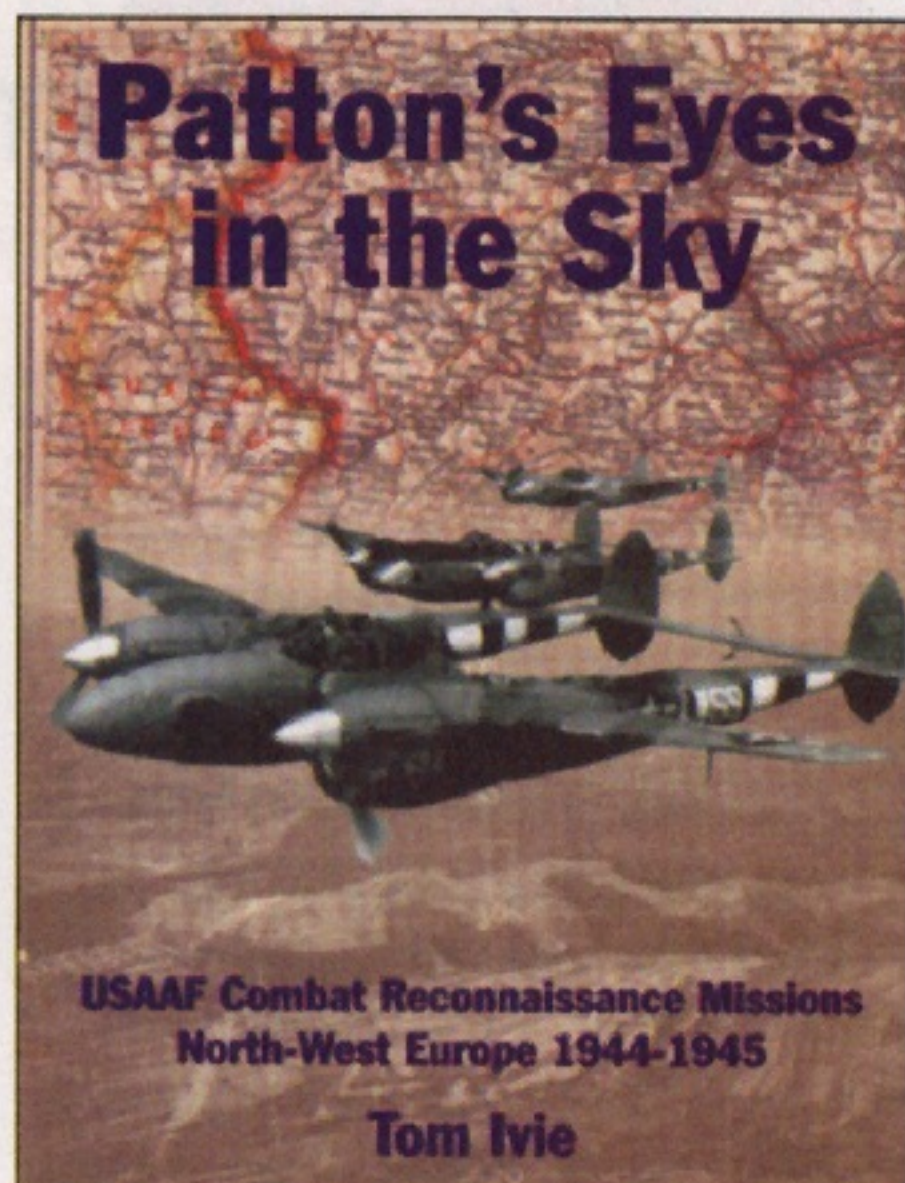
Price: £27.95 (\$44.95)

ISBN: 1-903223-26-1

Publisher: Classic Publications

Format: 226mmx303mm, 176 page, hardback cover with separate dust jacket

As the title states this book deals with combat reconnaissance missions by the USAAF in North-West Europe in 1944 and 1945. It combines narrative text that includes a lot of personal recollections with a mass of period photographs and other supporting material. The first chapter in the book actually deals with the period of operations prior to the invasion of Europe and covers reconnaissance missions from September 1941 to February 1944 in such types as the O-46, O-47, P-51A, P-39N and A-20. Chapter two is entitled 'dicing' and deals with trips into Europe in the period from February 1944 up to D-Day, by which time the P-51 (F-5) and P-38 (F-6) were in common use in this role. Chapter three deals with post-invasion operations in the June and July 1944 period and this



is followed by coverage of the Allied breakout from the beachhead in August and early September 1944 in chapter four. Chapter five is entitled 'stalemate' and deals with the period from September to early November 1944 when the Allied forces were bogged down and bad weather kept most of the aircraft on the ground. This is followed in chapter six by coverage of the Allied offensive in the early November to mid-December 1944 period. Action throughout the 'Battle of the Bulge'

is covered in chapter seven and it is in this chapter that you reach the colour section. In the next sixteen pages there is a single page of period colour photos, followed by fifteen pages of colour side profiles (two aircraft per page). Operations as the Allied forces move towards the Rhein during the February and March 1945 period are covered in chapter eight and the final stages towards victory in the same period are covered in chapter nine. The appendices at the end of this title include additional information and the tactics and equipment used in the reconnaissance role by the 10th PR Group, including good photos and diagrams of the camera installations in the aircraft they operated.

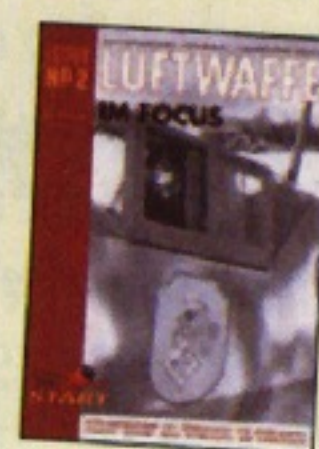
This is another excellent and informative title from Classic. It is certainly a must for all USAAF fans and is also of interest to anyone who has a liking for PR aircraft.

Our thanks to Classic Publications for the review sample. For more information visit www.classic-books.co.uk or contact Midland Publishing on 01455 254 490.

books in brief

Luftwaffe in Focus

Many of you may have noted this series of photo album-style books in a number of advertisements during the last year. Basically this series will be produced 'occasionally' and will offer rare and previously unpublished photographs relating to WWII Luftwaffe aircraft and operations. The first two are currently available and they really do deserve to get rave reviews as they are packed full of clear and very interesting photographs. Each edition looks at specific aircraft and their markings, as well as historical accounts of events and people. All in all this series has to be added to your 'must have' list if you are interested in Luftwaffe aircraft. Contact Phil on 01454 850119 for more details.



Aeroplane Special

This well known Polish modelling magazine has recently produced an edition that focuses on the Sukhoi Su-22. The entire contents of this 60 page edition deals with the type, and although the text is Polish throughout, it is packed with detail photographs, scale plans and diagrams. A CD is also included that offers scale plans, drawings and other information on the type, making for a very complete 'package' indeed!



Lockheed P-38 Walk Around

by Larry Davis

Price: £12.99

ISBN: 0-89747-453-8

Publisher: Squadron/Signal Publications

Format: 210mmx280mm, 80 page, laminated card cover

This is the latest addition to the Walk Around series and is in the same format as others within this range. The coverage comprises detailed colour and B&W photographic coverage in and around various airframes. This coverage is split 50/50 and some of the B&W photographs are overall shots of P-38 variants in

service. Every version is covered and there are four pages of period colour photographs (plus four at the front of the title) and six pages of colour side profiles included towards the back of the title.

This is an excellent reference source for any of you considering the type in model form and it is one that we can recommend to all. Now all I need is someone to do decals for the post-war machines shown on page 64!

Our thanks to Squadron/Signal Publications for the review sample. This range is imported into the UK by Pocketbond Ltd.

Vickers-Armstrongs Wellington

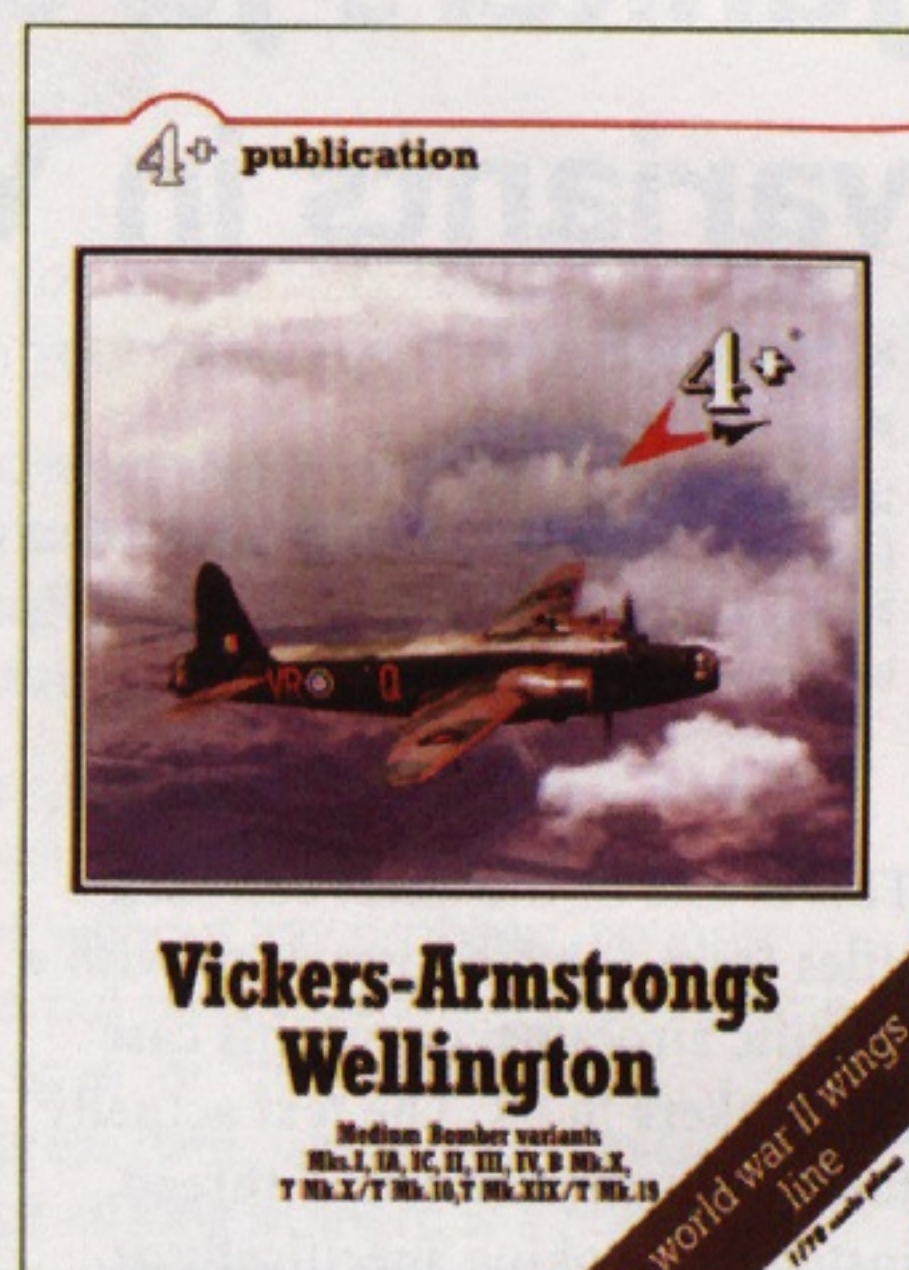
Price: £17.95

ISBN: 80-902559-7-3

Publisher: 4+ Publications

Format: 297mmx205mm, 68 page, laminated card cover

4+ are fast making a name for themselves with this range of highly detailed studies of specific aircraft types. This new title from them is in the 'WWII Wings Line' series and is in the same style and format as previous titles, albeit that now it features a heavy weight laminated cover and separate scale plans. As the title states, this book deals with the Wellington and covers all marks from the Mk I through to the T Mk 19. Text is in English throughout, although limited to the first four pages for historical data and the rest for photograph and diagram captions. A large number of period black and white photographs have been used, with even a couple of colour ones. The remainder of the photos seem to centre around the preserved examples at Weybridge and in the RAF Museum. Diagrams from the official Air Publications make up the rest of the coverage, although I note that many of these have in fact been redrawn for this title. As already stated the scale plans in this edition are separate and are



tucked away loose at the back of the title (which is why most will be shrink wrapped when you see them on the shelves). As always with 4+ they have also included a 'poster' print, which is separate, and depicts pre-war Mk Ias of No. 39 Squadron in flight - very nice.

This title offers all you will ever need to know to make your MPM 1/72nd or Trumpeter 1/48th scale Wellie!

Our thanks to 4+ Publications for the review sample. UK stockists of this range include Midland Counties, Hannants, LSA Models, The Aviation Bookshop and The Aviation Hobbyshop.



Secret German Aircraft Projects of 1945

Price: £14.95
ISBN: 0-946995-76-1
Publisher: Toros Publications
Format: 290mmx204mm, 144 page, laminated card cover

This book is based on reports compiled by the Air Intelligence branch at the end of WWII. This is a reprinted edition of this title, originally called 'Paper Planes of the Third Reich'. The title mainly consists of three-view plans and technical data on all the projected aircraft designs. However there are also narrative sections giving background information on the German aircraft industry as a whole, aircraft designs per aircraft category (e.g. single-seat fighters, bombers etc) and jet engine development. All of the information in this title was compiled for presentation to the Chief of the Air Staff in January 1946, so it is truly a historical document in its own right. The aircraft designs have been listed by manufacturer and then further subdivided by aircraft type number. The last section of the title is full of



technical specifications for the types covered.

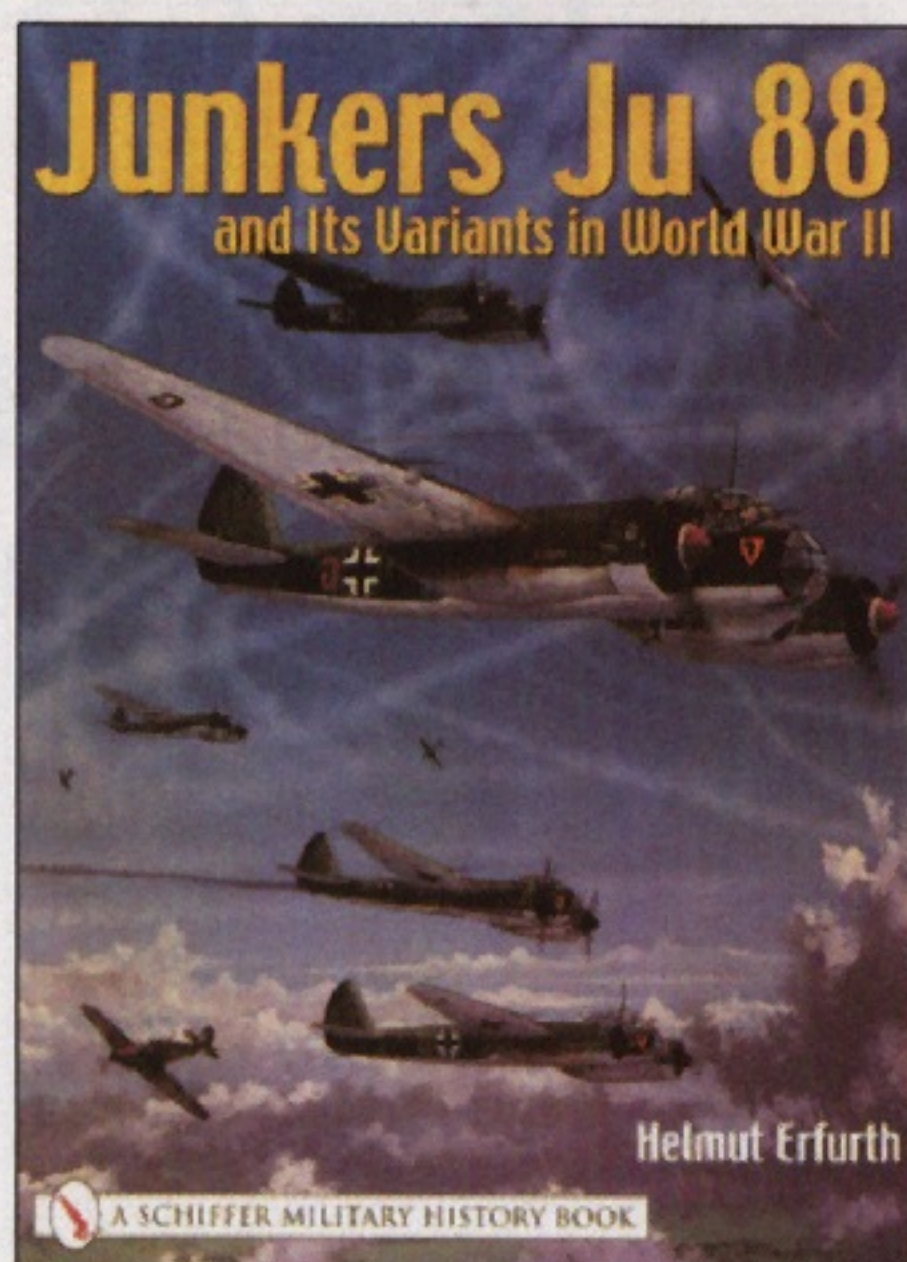
This is an ideal book for all 'what if?' fans as well as anyone with a liking for 'Luftwaffe '46', prototype and project aircraft. Don't miss out on adding this title to your library.

Our thanks to Chris Lloyd Sales and Marketing for the review sample.

Junkers Ju 88 and its variants in World War II

by Helmut Erfurth
Price: \$19.95
ISBN: 0-7643-1673-7
Publisher: Schiffer Publishing Ltd
Format: 290mmx204mm, 80 page, laminated card cover

This is one of the latest softback titles from Schiffer that deals with a specific aircraft type; in this case the Junkers Ju 88. The text actually follows a very 'historical' thread, instead of looking specifically at each version. This text starts with a look at the way in which the Ju 88 was built - stressed skin. This is then followed by chapters dealing with prototype and production versions and the use of the type by the Reich for propaganda. The next chapter deals with the testing of all the prototypes by Erprobungsstele Rechlin and in this chapter you have colour renditions of the cockpit diagrams from the type's flight manual. The next chapter is where the type-by-type analysis starts. In this section there are details of each sub-variant of the Ju 88 and these are supported by photographs and diagrams. Next comes a look at the type in service,



with specific attention being paid to the defensive armament of the various versions. The remainder of the title is filled with a technical data listing for each version in development order.

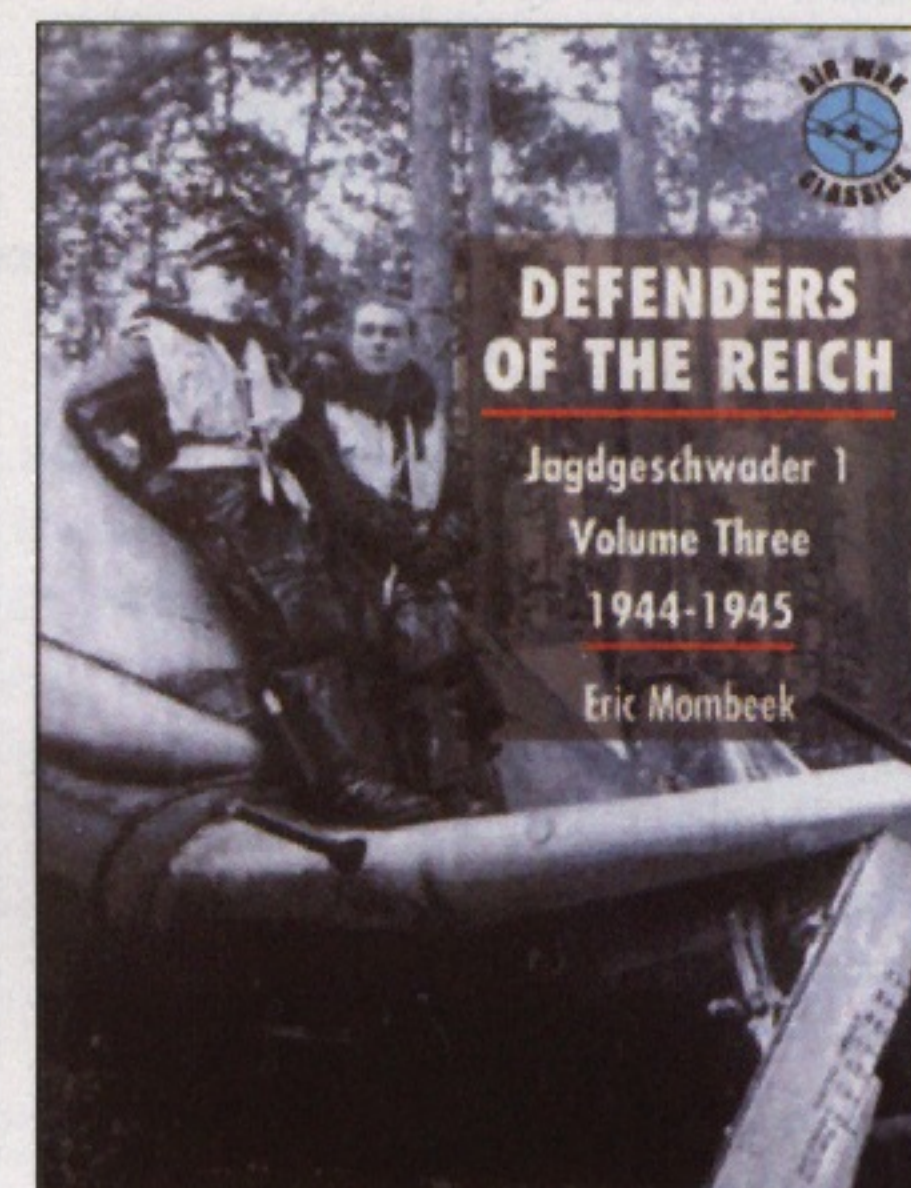
This is an ideal title for the modeller, as it is packed with the sort of information we all crave!

Our thanks to Bushwood Books for the review sample.

Defenders of the Reich - JG1 Volume 3

by Eric Mombeek
Price: £16.95 (\$24.95)
ISBN: 1-903223-03-2
Publisher: Classic Publications
Format: 226mmx303mm, 96 page, laminated card cover

This is the latest addition to the Air War Classics series from Classic Publications and is the third part of their coverage of the Defenders of the Reich. This edition deals with JG 1 and its operations in defence of the Reich during 1944 and 1945 and is a follow-on to the first and second volumes (See Vol 7 Iss 9 and Vol 8 Iss 8). As this title is the third part in the coverage thus far, the chapters in it actual start from number sixteen. The 1944 period was a very intensive one for JG1 in its role defending the Reich and this is covered in the first chapter (Chapter 16). The unit then moved to defend Berlin (Chapter 17), before moving forward to stem the Allied invasion during the June-July 1944 period (Chapter 18). By August 1944 the unit was in retreat from the Allied forces (Chapter 19) and by the end of the year had been driven back to the Reich (Chapter 20). Chapter twenty-one deals with the New Year day attack codename 'Bodenplatte' and Chapter 22 looks at JG1s return to operations on the Eastern Front. The penultimate chapter (23) deals with the arrival and use of the 'peoples' fighter' (He 162), while the final chapter (24)



takes a look at their valiant efforts to defend the Reich before the surrender in the April and May 1945 period. All of the narrative text is heavily illustrated throughout with period B&W photographs and this is once again backed up with colour profiles of a number of the aircraft operated by this squadron. The photographs have been reproduced nice and large, so the title offers a wealth of information for the modeller, as well as historical information for the aviation enthusiast.

Another excellent title that is highly recommended to all Luftwaffe fans.

Our thanks to Classic Publications for the review sample. For more information visit www.classic-books.co.uk or contact Midland Publishing on 01455 254 490.

Avia B-35 & B-135

by M. Bílý, D. Bernád & P. Kucera
Price: £10.90 (+£0.60 UK P&P)
ISBN: 80-86524-03-5
Publisher: MBI
Format: 210mmx297mm, 88 page, laminated card cover

This is the most recent release in this Czech publisher's range. The narrative text is in both Czech and English. It is illustrated throughout with period black and white photographs, the captions of which are also in both Czech and English. The narrative deals with each stage in the development and service history of the B-35 and B-135 series. This starts with a look at the project that led to the B-35, then there are chapters looking specifically at the B-35.1, B-35.2 and B-35.3 (alias B-135.1 to B-135.3). Each of these chapters is full of photographs, but also offers scale plans, colour side profiles and cockpit interior diagrams and artwork. This is followed by a chapter that covers Bulgarian interest and operations with the type, including the sole operational 'kill' on



the 30th March 1944. The final chapter of the title deals with the technical aspects of the design and is full of detail photographs and diagrams of how the type was built.

This is an ideal title for the modeller, as it includes a mass of information on the type and we can therefore highly recommend it to all.

Our thanks to Czech-Six Publications for the review sample.

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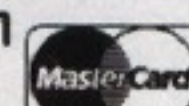
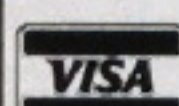
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German Aircraft in Russian and Soviet Service 1914-1940

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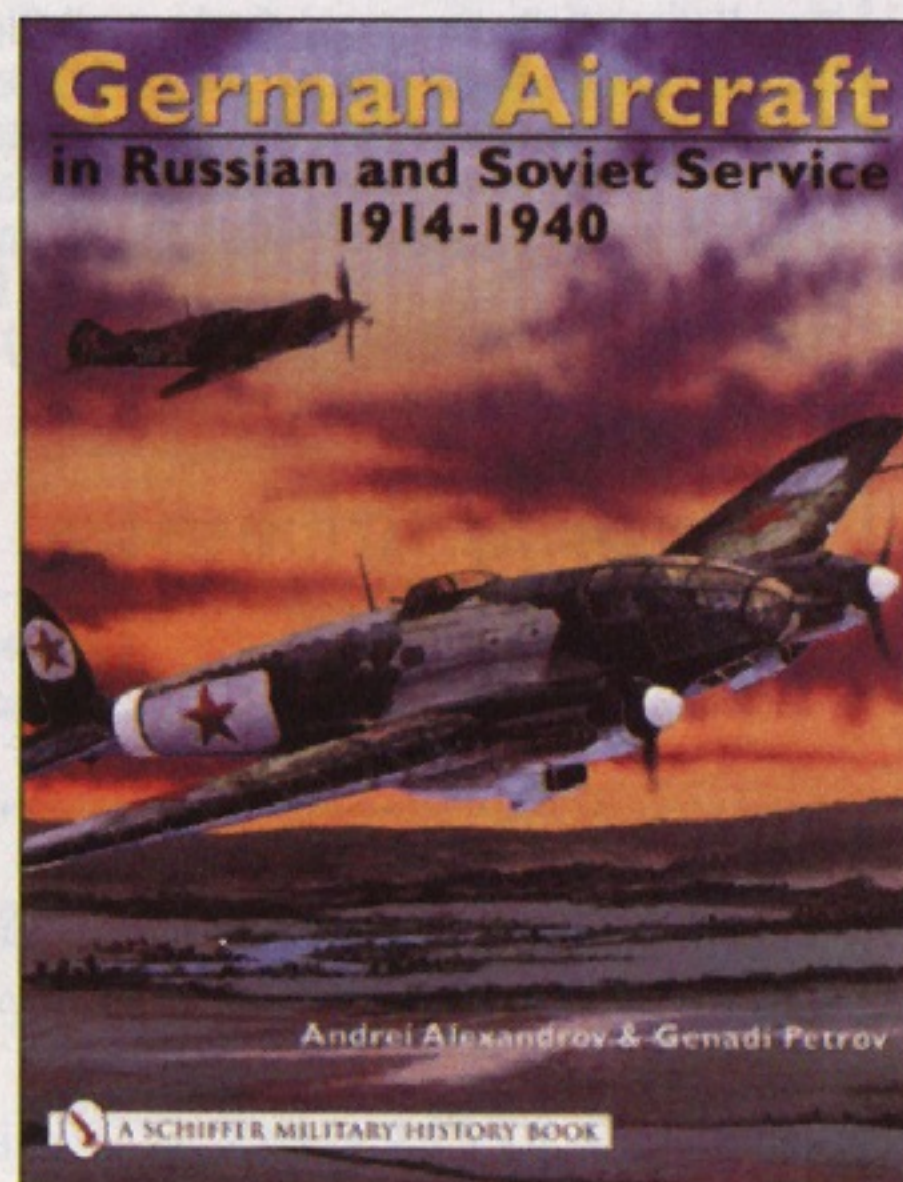
Price: £34.95

ISBN: 0-7643-1675-3

Publisher: Schiffer Publishing Ltd

Format: 305mmx230mm, 148 page, hardback cover with separate dust jacket

This title from Schiffer came a close second for the 'Book of the Month' accolade. This is the first in a two-book series dealing with the use of German aircraft by Russia. This first part deals with the 1914 to 1940 period, and in so doing takes in both World Wars. The first chapter deals with WWI types captured by Russia and includes such machines as the Roland D.II, Junkers CL.I, Albatros C.VII, LVG C.V etc. The following couple of chapters deal with the inter-war period and are sub-divided into coverage of 1917-1921, 1922-1933 and 1934-1939. The second of these is probably the biggest, with masses of photographs of types such as the Dornier Wal, JuG 1, G24, Ju 20 and F13. The penultimate chapter is probably



the most interesting, with in-depth coverage of things like the Bf 109B-1 (including cockpit shots) and He 111B (yes, more cockpit shots). This is followed by a brief chapter dealing with the 1939 to 1941 period with some nice detail shots of the Bf 110, interior shots of the Do 215B-3 and engine of a Bf 109E, all of which act as a taster for the second volume which will deal with the 1941 to 1951 period. More on this next month!

If you are looking for alternative schemes for German aircraft types, especially as a change from the traditional WWI fare, then this title is just what you need. Overall I can highly recommend this to anyone with an interest in German aircraft or specifically aircraft which have been operated or captured by Russia.

Our thanks to Bushwood Books for the review sample.



The Republic F-105 Thunderchief

by James Geer

Price: £55.00 (\$69.95)

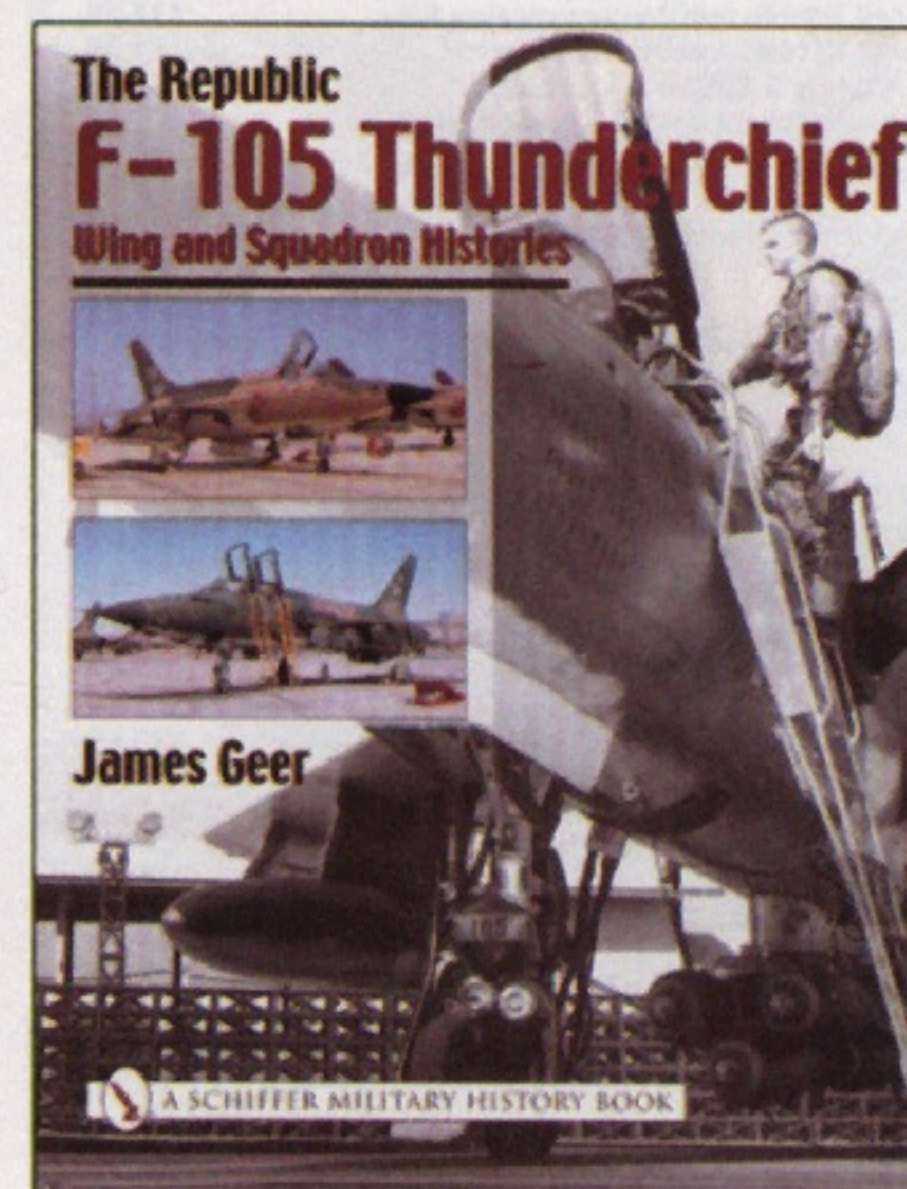
ISBN: 0-7643-1668-0

Publisher: Schiffer Publishing Ltd

Format: 305mmx230mm, 352 page, hardback cover with separate dust jacket

This title does not deal with the F-105 in a technical or truly 'historical' basis, this is a book that charts the histories of the wings and squadrons that operated the type. It is an extensive work, with each chapter dealing with a wing that operated the type and that is then further broken down into each squadron's usage. The Tactical Fighter Wings covered include the 4th, 8th, 18th, 23rd, 35th, 36th, 41st, 49th, 57th, 347th, 355th, 388th, 6234th and 6235th. The coverage also includes the 832nd and 835th Air Divisions, 4520 Combat Crew Training Wing and 4525th Fighter Weapons Wing plus the Air Force Reserve and Air National Guard squadrons. The narrative text for each unit is relatively brief as the majority of this title is photographic; both colour and black and white.

This is a huge title in both physical form and contents. It is a must for anyone interested in the F-105 or USAF operations in the



post-war period. It is not a cheap title, but then this sort of quality rarely ever is - buy one and put some strain on your bookshelf!

Our thanks to Bushwood Books for the review sample. Please note that all the Schiffer titles reviewed this month, plus all existing titles in the range, can be supplied in the UK and Europe by Bushwood via mail order. Please contact them if you are experiencing difficulty in locating any Schiffer titles. All enquiries from other nations worldwide should be made directly to the publisher.



Me 262 In Combat

by Marek J. Murawski

Price: £TBA

ISBN: 83-89088-70-3

Publisher: Kagero

Format: 170mmx240mm, 80 page, laminated card cover

This is the latest title from Kagero and it is offered with both English and Polish text. As is the 'norm' with such titles from this publisher, this edition comes complete with a free decal sheet printed by Techmod. This sheet offers six options for the Me 262 and is in both 1/48th and 1/72nd scales. The title itself deals with the operational career of the Me 262 and has been split down into separate



chapters that deal with a certain operating group or squadron. Therefore the first chapter deals with the test squadron set up to evaluate the Me 262 in combat: Erprobungskommando 262. This is followed by chapters dealing with Kommando Nowotny, Ergänzungsjagdgeschwader 2 [III./EJG 2] and Kampfgeschwader (Jagd) 54 'Totenkopf' [KG(I) 54]. Each of these chapters is well illustrated with period black and white photographs, and these include shots of both the aircraft and the men who flew them. There is a set of fold-out colour profiles in the centre depicting two Me 262s and these are

supplemented with profiles of two more aircraft on the inside front and back covers.

Another great little title in the series, well suited to the aviation enthusiast and modeller.

Our thanks to Kagero for the review sample.



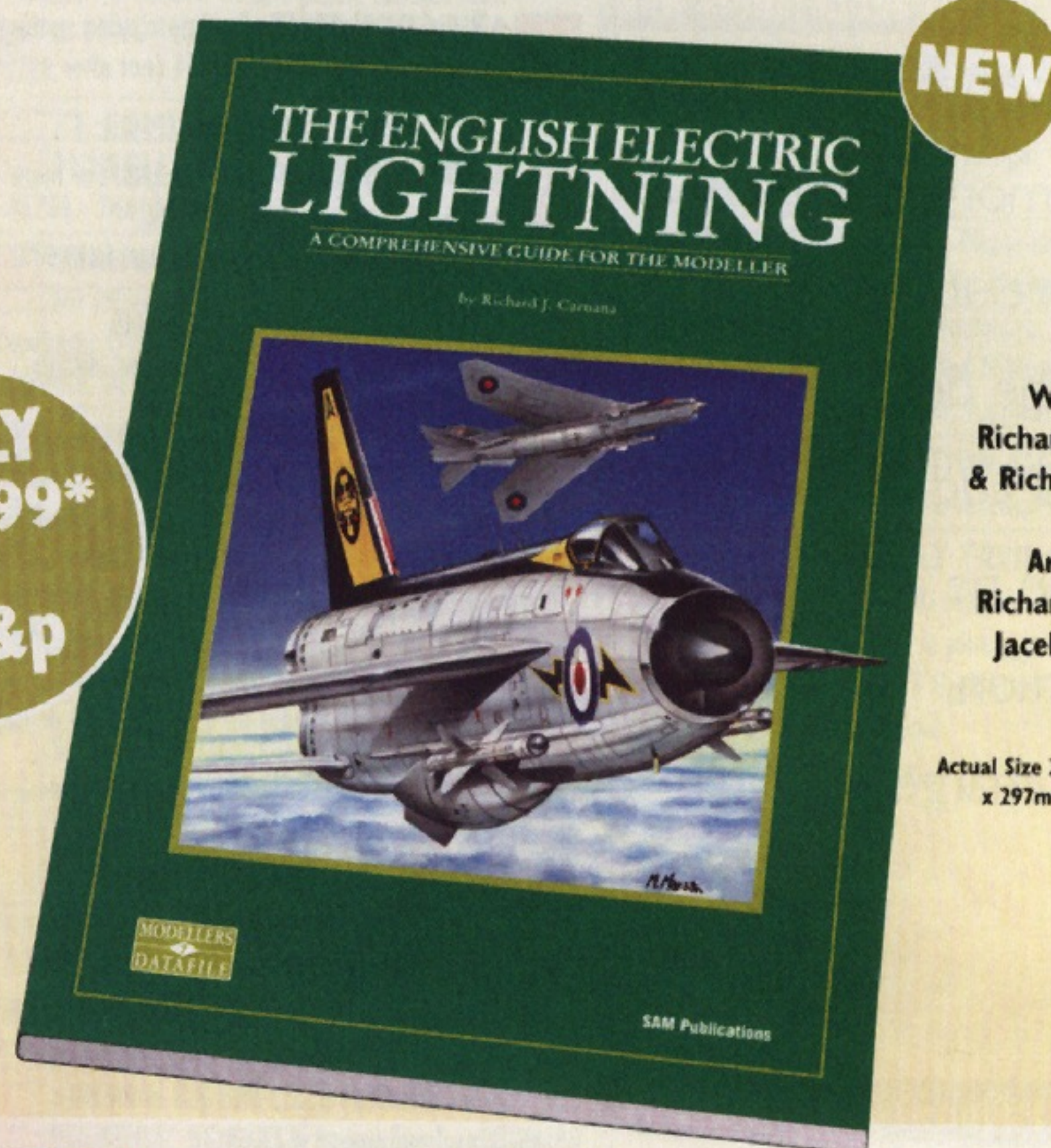
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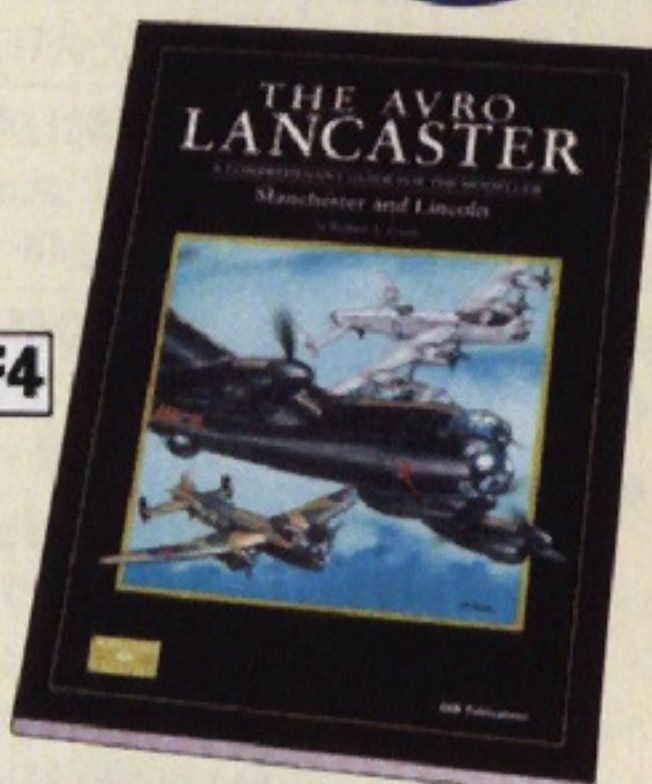
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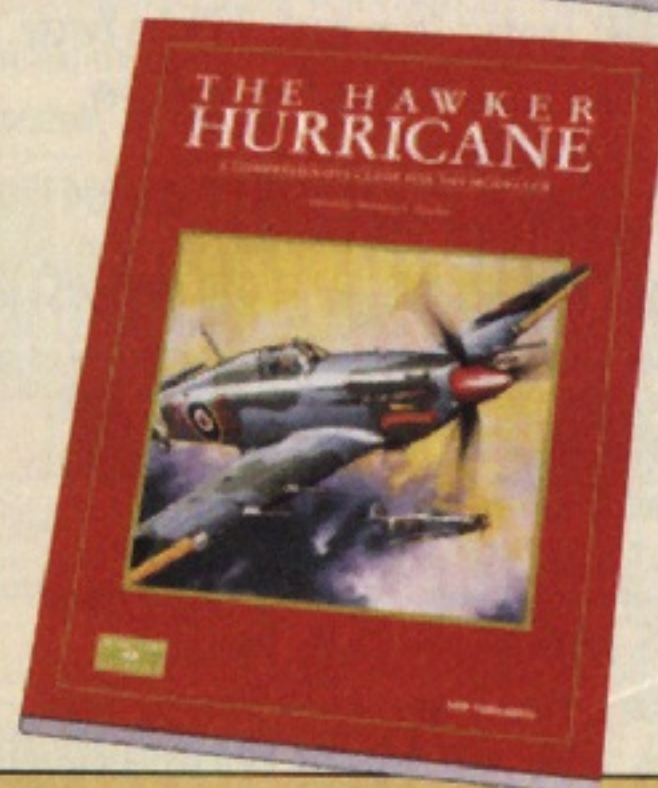
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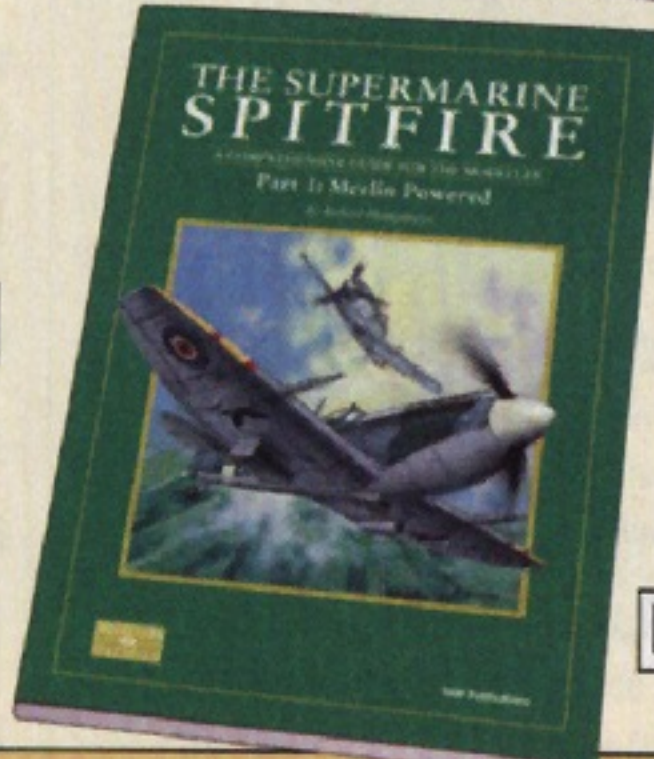
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AAM/IPMS PORTUGAL. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

THE ABERDEEN MODELLERS SOCIETY. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

ABINGDON IPMS. For information contact Simon Fisher Tel: 01993 774034 (not after 9pm).

AIRFIX COLLECTOR'S CLUB. For more information contact Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX.

AERO SPACE & VEHICLE Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

AVON SCALE MODEL SOCIETY - a small friendly modelling club meets on the 3rd Thursday of each month, at the Longwell Green Community Centre on the outskirts of Bristol. We cater for all types of modelling subjects, so if you think you would benefit from joining us, come along or for information phone: Ian Bryant on 0117 9324053 or Ray Hackney on 0117 9569777.

IPMS Avon. Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).

THE ASSOCIATION OF LONDON MODELLERS (inc. IPMS London). Meet between 7-9.30pm on the last Wednesday of the month in the Camera Club, St. Brides Institute, Bride Lane, EC4. Contact Brian Lay 07813 908 938 or email BRIAN@asofmod.freemove.co.uk

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION PO Box 51, Strathfield NSW 2135, Australia. Web site WWW.apma.org.au. Meet at Ryde City Bowling Club Auditorium, Blaxland Road, Ryde. Contact: Tel:(02) 98083215 email: sljenkins@apma.org.au

AVRO LANCASHIRE IPMS. Contact Ian. D. Southwood on 01706 224 798 or Email: ianD@KSouthwood.freemove.co.uk

IPMS AVON meets at the Rotunda Club (Avon Suite) on the third Wednesday of the month at 20.00hrs. For more details contact Phil, Tel/Fax: 01454 850119, Email: ipmsavon@aol.com

BIRMINGHAM IPMS. For more details call 0121 550 0515.

BAY MODELLERS CLUB, Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

BANBURY SCALE MODEL CLUB. Contact Reg Gray on 01295 264875.

BARNET IPMS. Contact Pete Stern (Secretary) on 020 8449 7854.

UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

BLACKPOOL MODELLERS. Contact Darren Elliott on Tel: 01253 317265 or E-mail: darren@miramar55.freemove.co.uk

BRAMPTON SCALE MODEL CLUB (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

I.P.M.S. BOLTON. For more details contact David Swift on 01204 695375 or Ray Ashworth on 01204 669770 or e-mail the club at: ipms.bolton@btopenworld.com

BRIDLINGTON & WOLDS SCALE MODEL CLUB meets at the Parade Public House, Bridlington on the second Monday of each month. For more information contact Kevin Dolman 01377 255594 or Malcom K. Stockhill 01262 677394

IPMS (CANADA) LONDON. Contact Kerry Traynor on 1-519-453-4818.

IPMS CAPE PENINSULA (SOUTH AFRICA), Cape Scale Modellers Club. Contact Marc Cilliers Tel: 021 671 5595 or 083 444 9471.

CHELMSFORD AND ESSEX SCALE Model Society meets the first Thursday of every month. Contact Chris: 01376 553211 & Phil: 01245 476786.

CHELMSFORD MODEL CLUB. Harway House, Rectory Lane, Chelmsford. Contact Michael Tel: (01245) 611548.

CHAPITRE REAL COTE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

CHILTERN SCALE MODEL CLUB. (incorporating IPMS Chiltern) meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763

THE CLACTON BRANCH of the IPMS. Contact Peter Terry on 01255 428653.

IPMS CLEVELAND. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

IPMS TYNESIDE meets at St. John's Church Hall, Newcasttle-upon-Tyne the 1st & 3rd Monday of each month. Contact Rob Sullivan Tel: 01207 561971.

COVENTRY AND WARWICKS IPMS. For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Bagington. CV8 3AZ.

CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Chairman); 45 Bodriggy St, Hayle, TR27 4ND Tel: 01736 757945 or Alan Jennings (Secretary) 5 Collygree Parc, Goldsithney, TR20 9LY. Tel: 01736 710033.

DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

IPMS DERBY & DISTRICT. New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby. DE24 3ET

I.P.M.S. DEUTSCHLAND e.V. Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.

I.P.M.S. DEUTSCHLAND e.V. Contact: Volker Helms., Alte Dorfstrasse 26A, D-19065 Godern, Germany. E-mail: Volker.Helms@t-online.de. Home page: www.ipmsdeutschland.de.

EAST KENT MODEL CLUB meets in Ramsgate. For details contact Stu Davies on 01843 867404.

EAST MIDLANDS MODEL CLUB. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

EAST NEUK MODELLING CLUB For more information contact Brian on 01334 655131 or Dave on 01334 652439.

EAST RIDING SCALE MODEL ASSOCIATION meets every second Monday in the month at Beverley. Anyone interested should contact either: Richard Alsop 01482 711300 or Tony Bolder 01482 566008

IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

EASTERN SUBURBS SCALE MODEL CLUB (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61 + 3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

"FAMAS" (PRONOUNCED "FAMOUS") journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 29 Ridge Way, Cromer, Norfolk. NR27 0BX.

IPMS FENLAND/SPALDING MODEL GROUP. Contact Mr B. Pickering 01775 710465.

GLASGOW IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

GLOUCESTER IPMS. Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

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HOBBY DEPOT MODELER CLUB Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

IPMS HORNCHURCH. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 020 8594 4670.

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IPMS TORONTO (CANADA). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

IPMS WESSEX. For more details contact Karen Robins on 02380 582808.

WEST MIDDLESEX Scale Model Club. For more information contact Don Sharpe on 01932 788548 or Tony Horton on 0208 3843840.

IPMS YU-VOJODINA (Yugoslavia). Contact Nenad Miklusev, Bulevar Veljika Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu

JUNIOR MODEL CLUB, Midland Air Museum, Baginton, Coventry. For more information contact Dianne James. Tel: 024 76301033

KEMPSTON & DISTRICT SCALE MODELLING CLUB. Meet twice a month on alternate Tuesday evenings at Southfield Community Centre, Kempston, Beds at 7pm. All welcome, irrespective of skill levels. Contact Tony Issott on 01234 852780

KINGS' LYNN SCALE MODEL CLUB dealing with all aspects of modelling. We meet on the second Wednesday of the month in the 'Workers Club' in King's Lynn at 19.30. For more information ring Mike Condra 01553 827126 or David Crump 01553 673744.

LINCOLN MODEL CLUB (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

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KEIGHLEY PLASTIC MODEL SOCIETY contact John on (01535) 665722.

LEEDS IPMS. Meets 2nd Friday each month at Netherton Working Mens Club, Netherton Lane, Netherton, Wakefield. Contact Mike Robson on 01484 350612. Microbe100@ntlworld.com

LOTHIAN MODELLERS CLUB and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

MARITZBURG MODELLERS CLUB, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

MANCHESTER IPMS Contact Karen Cunliffe on 0161 343 5475 or Bernard Chadwick 01942 675277 for discussions or further details.

MEDWAY MODELLING CLUB, Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).

MERCIA SCALE MODELLERS (incorporating IPMS Mercia). For more information contact Simon Mepstead, 7 Pembroke Way, Nuneaton, Warks. Tel: 02476 745551.

MERSEYSIDE SCALE MODEL CLUB (IPMS) meet first Tuesday of the month at the Royal British Legion, Crosby Road North, Waterloo, L22 0LG.

MILDENHALL PLASTIC MODEL CLUB. For information contact Peter on 01638 742354.

MILTON KEYNES MODEL CLUB. Contact Phil Smith on 01908 505988.

MODELLSPORTCLUB HANS GRADE Berlin, c/o Mr. B. Schurak, Lindenstr. 8, D-15831 Wassmannsdorf, Germany. Visit www.msc-hansgrade-berlin.de or e-mail SSchurak@aol.com

ALLROUND MODELLING Society Eeklo. The Modelbouw Eeklo website has changed from www.ping.be/modellbouw-eeklo to <http://users.compaqnet.be/modellbouw.eeklo>.

IPMS NENE VALLEY. For more details contact Dan Richards on 01733 572898.

NORTH NORFOLK MODEL GROUP. For more information contact P. Pegg on 07760 433734.

NORFOLK SCALE AIRCRAFT MODEL GROUP (Norwich). For information call John Turner on 01603 890595.

NORTH ESSEX MODELLERS. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

NORTH SOMERSET MODELLERS SOCIETY. For more information ring Fred Tooke on (01934) 416798.

NORTH STAFFS MODEL CLUB. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

NOTTINGHAM AND DISTRICT IPMS. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

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PEMBROKESHIRE PLASTIC MODELLER'S SOCIETY. A friendly group of like-minded individuals from all spectrums of the plastic modelling fraternity who meet fortnightly to exchange information and techniques to assist each other in their hobby. Contact: Mark at Merlin Models on 01437 762633 or e-mail mark.rosser@btinternet.com

THE PENSNETT MODEL MAKERS SOCIETY. For more details contact John Boucker on 01384 834437.

PLYMOUTH SCALE MODEL ASSOCIATION. Contact Roger Haskell on 01752 267527 after 6pm.

PMC KOELN E.V., Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winkleml@netcologne.de

POOLE SCALE MODELLERS Contact Malcolm on 01202 694037.

POOLE VIKINGS MODEL CLUB (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

ROBERTSBRIDGE AVIATION SOCIETY MODEL Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

ROMSEY MODELLERS meet third Thursday of the month at the The Red Cross Hall, Great Well Drive, Romsey. For further information contact Les Cooper, 28 The Tyeshades, Romsey. SO51 5RJ. Tel: 01794 522968.

SALISBURY IPMS. Please contact: Peter James, 'Lothlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel: 01980 862403.

SHROPSHIRE SCALE MODELLERS (IPMS Telford). Contact Gary Stevens, 8 Whitmore Road, Shrewsbury. SY1 3BT.

THE SILICON VALLEY SCALE MODELERS meet at the Los Altos Public Library, Los Altos, California on the third Friday of every month. For more details contact Chris Bucholtz on (408) 723 3995 or Email bucholtzc@aol.com.

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SOUTH CHESHIRE M.M.C. (Crewe). Meet every other Wednesday at the Crosville Social Club in Crewe. For more details contact Phill Podmore, Tel: 01270 256 880.

SOUTH LONDON SCALE MODEL CLUB. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

SOUTH SHORE IPMS, Pembroke, MA (USA). For more details contact Bob Burnside Tel: 617 659 4883.

IPMS SPAIN (Amigos Modelistas Placentinos), Apdo. de Correos 287, 10600 Plasencia, Spain. Contact Julian Herrero Email: mig21@retemail.es.

SPRUES-R-US Scale model club meets every second Wednesday of the month in the Methodist Hall, North Road, Letchworth, Hertfordshire at 7.30pm. For further details please contact Peter Magee on 01462 640642 or Peter Park on 01462 675779.

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SUNDERLAND SCALE MODEL CLUB meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

SUSSEX MODEL GROUP. For information please contact 01403 782638.

NORTH SURREY MILITARY MODELLING GROUP for more information contact Keith Goldsworthy on 020 887327886 or Kevin Jarrett on 020 83938534. Alternatively you can Email the club at nsmmc@cwcom.net

SUTTON COLDFIELD MODEL MAKERS' SOCIETY For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

SWANSEA MILITARY MODELLING SOCIETY. Held in Morriston, Swansea on the second Wednesday of each month. Contact Keith Ryder (Branch Secretary) on 01792 815710 or Email keith_ryder@hotmail.com

TAYSIDE MODELLING SOCIETY. Details from Keith Herd, 38 Ashgrove, Perth. Tel: 01738 629555 (Sorry no under 16's).

IPMS/USA SUPERGLUERS OF SAN ANTONIO, TEXAS, USA. For more information contact Thunderbolt Hobbies (Tel: [210] 736 0768) and ask for Bob Kelly, Ian Hemmings or Skippy Harris.

THE OKLAHOMA HISTORICAL MODELERS SOCIETY. For more information contact David Kimbrell at ivandak@aol.com or Rick Jackson at rjackson@socket.net.

THURROCK SCALE MODEL CLUB. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

THAMES VALLEY SCALE MODELS CLUB. For further details please contact Keith Sherwood on 01494 533778.

WALLINGFORD (IPMS). For more details contact Club Secretary Phil Golding on 01491 201827 or George Clark on 01491 201902.

WARRINGTON (IPMS). For details contact Dave Foxall on 01925 825619.

WATFORD MODEL CLUB. For more info. contact Nigel Foster on 01525 384875.

WEST BERKS SCALE MODEL CLUB. Contact Adrian on 01635 49524 evenings before 9pm or write to; 14 Oakley Rd, Shaw, Newbury, Berks, RG14 2PD.

WEST MIDDLESEX IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.

IPMS WEST RIDING new branch secs email will be martin.johnston2@ntlworld.com Tel: 01132943321.

YORK & DISTRICT PLASTIC MODELS SOCIETY. Contact Chris on 01430 873408 or Joel on 01904 766895.

New Model Clubs Forming

SIGPMA A NEW SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. Email: ruidom@mail.telepac.pt

YU AVIATION SIG. Please note that this group's Email address has changed from modelart@ptt.yu to ysig@eunet.yu. The group also has a new postal address; Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.

YUGOSLAV AVIATION SIG discussion board at <http://disc.server.com/58276.html>.

I AM CURRENTLY TRYING TO REVIVE the 1/144th scale military aircraft SIG. If anyone is interested in joining please contact David Campbell, Faircroft, 3 High Street, Stanwick, Northants. NN9 6QA or Email David.Campbell@Tesco.net.

Special Interest Groups (SIGs)

AXIS EAGLES - World War II Axis Aircraft Special Interest Group meets bimonthly at Ashburton Library, 154 High Street, Ashburton, Victoria, Australia. For more Info. contact axiseagles@ozemail.com.au or jibaxter@techno.com.au

IPMS GULF WAR SIG. For more details contact Gary Madgwick, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746. Email: gary.madgwick@dial.appleinter.net.

HAVE APPLIED TO REGISTER the, DC-3/C-47 Tribute SIG anyone interested in joining please contact me on 01480 861387 or by email D.gait@virgin.net Civil and Military modellers welcome.

THE ANZAC SIG is forming covering Australian, New Zealand, Canadian, UK and Commonwealth Military subjects post 1960. For more information contact Gary Madgwick, The Aviation Workshop, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746.

PURSUIT S.I.G for anyone interested in american pursuit aircraft. Contact Chris Norfolk on 01132176325 or at christophernorfolk1@ntlworld.com

The IPMS Racing & Record Aircraft SIG. For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.

WORLD WAR ONE SIG has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>

WORLD HELICOPTER SIG. Contact Geoff Arnold, 44 Rowan Road, Market Drayton, Shropshire. Email: geoffrey.a-hell-sig@whsmithnet.co.uk

WINGS 'N' WIRES. IPMS World War I Aircraft SIG. Contact Joel Christy, 35 North Lane, Haxby, York. YO32 3JS

IPMS UK Fleet Air Arm Special Interest Group. For more details contact Steve Hubbard on 020 8220 3638. email: faasig@msn.com

IPMS (UK) WEB site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk.

8TH USAAF IN WWII SIG being started. Please contact either Mr L Wells, 17 Helford Drive, Broomsands Park, Paignton, South Devon. TQ4 7NL. Tel. 01803 844977, email: wellzy_2002@yahoo.com, or Mr R Gray, 92 Prospect Avenue, Pye Nest, Halifax, West Yorkshire. HX2 7HP, email: trebor@yarg1861.freemove.co.uk for more information.

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Wanted to complete my 1/72nd

USS Nimitz collection; port side intake from Hasegawa A-6E, the low-vis VA-35 bit from the Superscale/Microscale sheet (72-535); low-vis VF-84 F-14, Nimitz, not Roosevelt, (again Superscale 72-558, I think!); the F-4J, VF-74 from AeroMaster 72-179 (not CAM); Superscale 72-208 S-3A Viking from VS-24 only; the Airfix RA-5C Vigilante decals - USS Nimitz option only; SH-3H from HS-9 (does this exist in 1/72?); RF-8G, VFP-63 (ditto?), plus any other CVW-8/Nimitz decals in 1/72nd scale. Will trade or purchase, Email: roy.mckay@analog.com Tel: 00353-21-4634481 (Ireland).

The 1/48th scale Felixstowe flying

boat by TC Models. Fair price offered. Contact Rod Holland Tel: 01582 699940.

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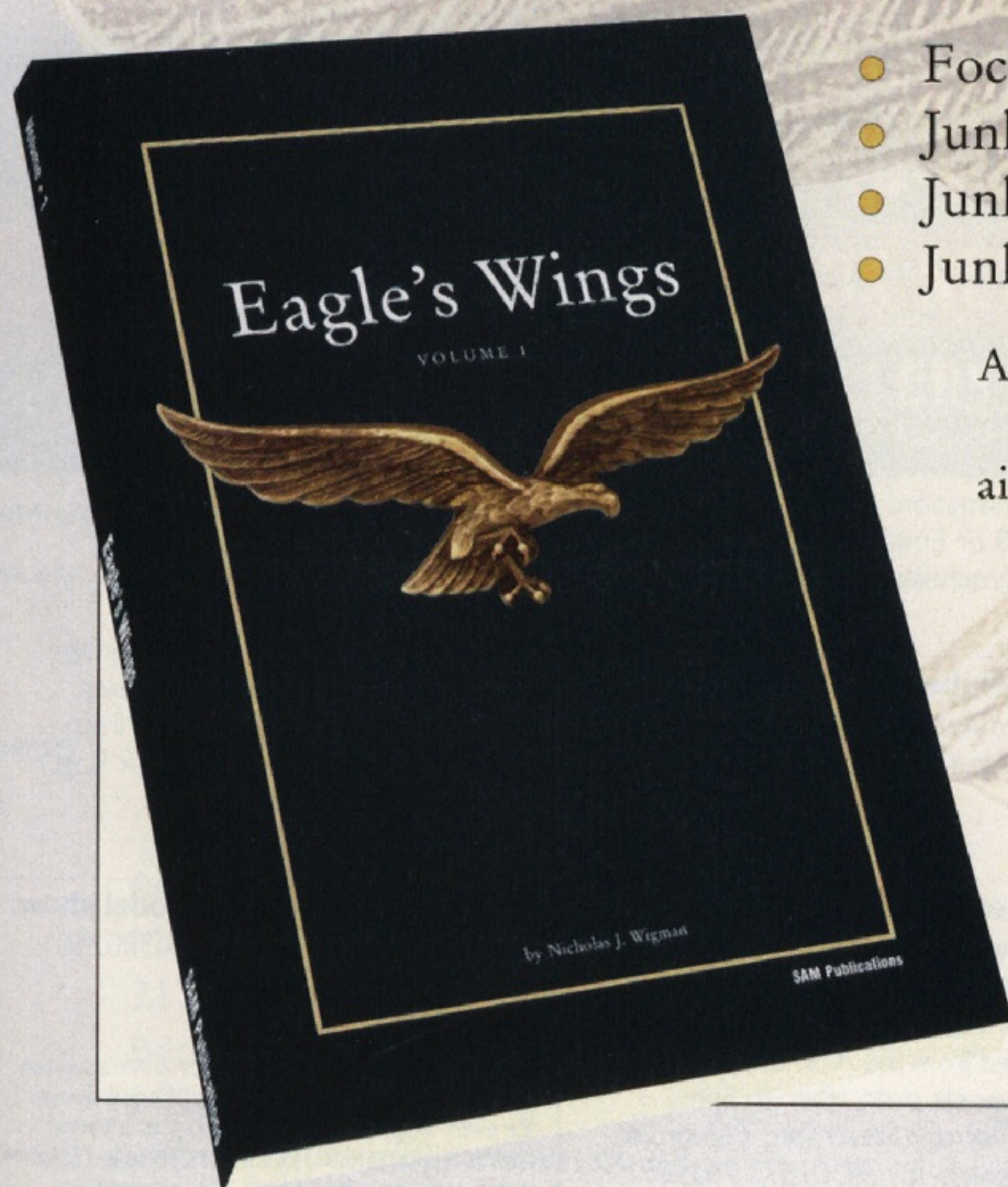
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Squadron Scalefest 2003 hosted by IPMS North Central Texas at the Exhibit Hall at Mesquite Rodeo Center, 1818 Rodeo Drive, Mesquite, Texas. Send SASE to Squadron ScaleFest '99, PO Box 871416, Mesquite, Texas 75187-1416.

● May 24th

Torbay 2003 Model Show & Competition. Held at Torquay Town Hall, Torquay South Devon, doors open to the public at 10am. For details of availability for space please contact Les Wells on (01803) 844977 (after 7pm please) or e-mail on wellzy_2002@yahoo.com

● May 24th-26th

Overlord 2003, Five Heads Road, Horndean, Nr. Portsmouth. Full arena programme, bar and evening entertainment. Entry and support cars free, no caravan/motorhome restrictions. Chris Pearce (Vehicles) 01489 572582 Richard Notton (Stalls & General) 01329 832616 / 07939 136149 / 023 92781888. Fax: 023 9278 7588 e-mail: Richard@fv623.demon.co.uk Forms on the web for exhibitors and traders: <http://www.solentmvt.co.uk>

● May 31st

IPMS Salisbury's Fifth Annual Model show at Wyvern College, Church Road, Laverstock, Salisbury. Details from Peter A. James, Lothlorien, 18 Ilynton Avenue, Firsdawn, Salisbury, SP5 1SH. Tel : 01980 862403.

● June 7th

Midland Counties - Aviation "Wingding" a mixture of activities including special book offers, Publisher stands, Magazine Giveaways, Model Aircraft Displays, Slide Show. 9-30am to 4-30pm. at 4 Watling Drive, Hinckley, Leicestershire

● June 15th

Airshow and Model Kit Show at Kemble Airfield, Cirencester, Gloucestershire. www.classicjetairshow.co.uk or tel: 01202 737430

● July 5 & 6th

Grosse Ile Air Extravaganza at Grosse Ile Michigan Municipal Airport (ONZ) Website: www.greatlakesairshows.com

● July 6th

Fort Full of Models. Model Kit Show and Military Vehicles. Newhaven Fort, Newhaven, East Sussex. IPMS Sussex, Tel: 01444 457 382

● July 12th & 13th

Hartlepool 2003 hosted by IPMS Durham at the Borough Hall, The Headland, Hartlepool, Cleveland. 10am to 4.30pm. For information ring Paul Bowden on 0120 7545667 or Brian Watt on 0191 2291067.

● July 20th

Model Mania and Wallingford IPMS Show at Cholsey School, nr Wallingford, Oxon. 10am to 5 pm. More information from 01491 652295 or 01491 652536 or visit www.cholseymodelmania.co.uk

● August 9th

The Nelson Model Show, Fort Nelson, Fareham, Hampshire. 10am to 5pm. For information contact 01202 692999 or visit www.eventsthatwork.com

● August 9 & 10th

Thunder over Michigan at the Willow Run Michigan Municipal Airport (YIP) Website: www.yankeearmuseum.org

● August 16th August

IPMS-Phoenix Craig Hewitt Chapter, 2003 Annual Model Contest & Vendor Fair. 9am - 5pm at the Hilton Hotel, 1011 West Holmes Ave., Mesa, Arizona, USA. For more information, see www.ipms-phx.org or Email Jim Baker at panyasama@earthlink.net

● August 17th

IPMS Avon 14th Annual Model Show at Yate Leisure Centre, Kennedy Way, Yate, Bristol. For more details Tel/Fax Phil on 01454 850119, or Email: IPMSAVON@aol.com

● August 17th

Redhill Airport Fly-In and Aeronautical Collectors Fair. 10am Redhill Airport, Surrey. For Info phone/fax 01737 822200



● August 31st

IPMS Brampton 2003 Annual Show at the Priory Centre, St Neots, Cambridgeshire. Open to the public from 10am to 4pm. Admission £1 for adults, free for students, children and senior citizens. For further information contact Sam Bratby on 01487 830689 or sambratby@supanet.com.

● September 20th

Model Wheels at the Holiday Inn Telford, Shropshire. 10am to 5pm. Enquiries to Tel/Fax: 01588 660706

● September 21st

Capcon 2003 at Nepean Sportsplex Salons A and B, 1701 Woodroffe Avenue, Ottawa, Canada. Contact capcon2003@hotmail.com or visit <http://www/ipmsottawa.ca>

● September 21st

IPMS Farnborough Modelfest 2003 at Frogmore Community Campus, Yateley, Hampshire.

● September 21st

ROCON 24 hosted by The Historical Scale Modelers Association, IPMS, Rochester NY USA. A model show/contest from 10am until 5pm. The theme for this year's show is 'Great Movies-Great Models'. ROCON 24 will be held at the 40 & 8 Club, 933 University Avenue in Rochester. For more information, call Jim Kloek (585) 385-3899 or Email: jkloek1@rochester.rr.com

● September 27th

Shoreham Aeromart at Shoreham Airport, West Sussex. Gates open at 10am.

● September 28th

St Edmundsbury Scale Modellers Show at the Moreton Hall Community Association and Club, Moreton Hall, Bury St Edmunds. Sign posted from the A14. Club and trade stands. Free car park. 10am to 5pm. Contact Dominic Stevenson, 7 Silverdale Close, Ipswich, IPI 4JF. 01473 743189.

● August 17th

IPMS Avon present their 14th Annual Model Show at the Yate Leisure Centre, Kennedy Way, Yate, Bristol. Enquiries from clubs and traders to Phil, Tel/Fax: 01454 850119 or e-mail ipmsavon@aol.com

● 7th September

Model World Romsey, Hampshire. 13th annual model fair organised by Rotary. At Mountbatten School, Whitenap Lane, Romsey, Hampshire. Sunday 10am-5pm. For info. please contact: Nick Campbell-White on 01962 713891 or Alan Hilder 023 8081 1804.

● 25th October

JaxCon 2003-Contest and Model Show, University of North Florida - University Center. Contact - Gil Hodges, 904-215-8108, slowhandshodges@aol.com

● November 1st

North Surrey Military Modelling Group Open Day. We will be holding our open day at a new venue, The Thomas Wall Centre, Benhill Avenue, Sutton, Surrey. The area is well served by buses and trains and there is a large car park within 5 minutes walk of the hall. Doors open at 10am, there will also be a competition with all classes open to visitors. Any Clubs or traders interested in attending (or if you want anymore info), call Dus Adele on 02083935480 or email dus.adele@ntlworld.com Second annual convention sponsored by IPMS First Coast-Jacksonville, FL.

● November 2nd

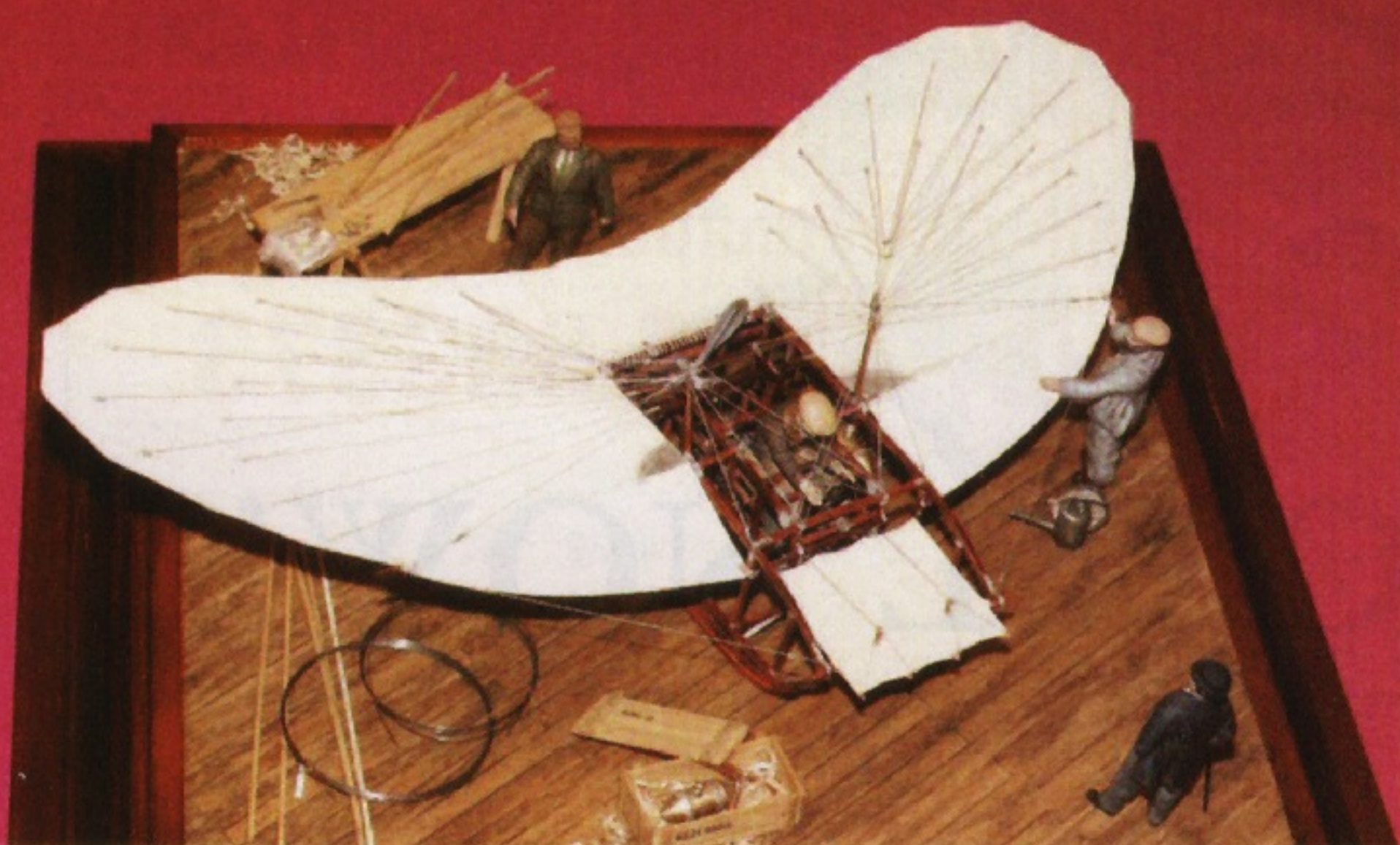
Elsecar Model Show at Elsecar Heritage Center, Wath Road, Elsecar, Barnsley. 10am to 4.30pm. Further details from Martin Blundell 01226 753649 or Roger Evans 01226 203784.

Greater Peterborough Model show:

Contact David Martin 01733 380250

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Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.



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Advertisers' Index

Accurate Miniatures	533
Aeroclub Models	545
Air Connection	535
Aircraft in Miniature	589
Aires Hobby Models	529
Airshow Models	579
Amerang	519
Amtech	513
Andy Pack Models	569
ARBA	537
Avia Press	579
Aviation Hobbyshop	533
Aviation Workshop	579
BRAZ Models	589
CMK	545
Collectaire	589
Comet Miniatures	569
Copperstate Models	589
Cross + Cockade	569
Czech 6 Publications	579
Eagle Editions Ltd	531
EagleStrike Productions	541
Eduard MA	523
Fantasy Printshop	589
Halifax Modellers World	569
HG Hannant	537
High Planes Models	569
Internet Hobbies	589
Kingkit	589
Kit Krazy	579
Lonewolf Models	589
LSA Models	523
Magna Models	569
Matador Models	545
MegaHobby.com	589
Misterkit	537
Model Design Construction	533
Modellers Paradise	579
Motor Books	531
MPM	535
MR & ME's World of Models	545
Niquillus Models	589
Pacific Coast Models	529
Pegasus Models	569
PM Model	579
Pocketbond	527
Revell AG	600
Roll Models	545
SAM Publications	
- SAMI Back Issues	599
- SAMI Subscriptions	597
- Eagles Wings	595
- Modellers Datafile Series	591
- Model Aircraft Monthly Subs	594
- Scale Models Subscriptions	594
Squadron MMD	509
Swann Morton	535
Tauro Models	569
Testors Inc	507
TMA	537
VMD Black Box	502

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